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FOR 1909.

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HONGKONG, TUESDAY, JUNE 29TH, 1909.

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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be

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HONGKONG, JUNE 29TH 1909.

On May 3rd we remarked: " However it is going to be brought about, signs are not wanting China is ripening for a revolution, the greatest that has as yet happened in any Asiatic country." We are not addicted to making statements without foundation, nor without a knowledge of current international politics. Nevertheless our redoubtable contemporary, the Japan Mail, has been essaying from his feeble armoury to shiver a lance with us. This is what our contemporary conceives he sees in our remarks :- "This we interpret as an analysis that the Manchu element will eventually revolt against the introduction of constitutional Government." Now we may point out that our article did not from beginning to end make a single mention of the Manchu element; what we stated distinctly was:- "As usually happens before revolutions come to a head, the main trouble in China is financial"; and apropos of this we mentioned that the financial reforms urged by the new Regency were meeting with the stronges opposition from the still powerful reactionary party, who were quite prepared on the first symptom of a real intention to put these reforming views into practice to take overt action. It is a vulgar error, proceeding from an altogether erroneous view of the present relations of Manchus and Chinese, that there is any distinct pro-Manchu "Party" in China, or anything that can be interpreted as implying a difference of nationality. The Manchas have long ceased to have a country outside China: at the time of the

practically transferred to Chinese soil, and the Russians in taking possession of the land of Eastern Manchuria found it uninhabited except for a few hunters and fisher. men. In the Eighteen Provinces the Manchu settlements, at first intended as garrisons to overawe a subject population, have in the course of less than three centuries entirely lost the practice of arms, and the Manchu element has sunk down to be a mere caste amongst the population of the Empire, and is penetrated by the same lines of thought as the remainder of the population amongst which it moves. Under the feeble successors of K'ANGHI, the Chinese were astate enough to gradually obtain possession of the military forces of the Empire; and at the present moment all the physical force of the State is in their hands. They, as well as the Manchus themselves, are perfectly well aware of the fact, and tolerate the regime, much as the peoples of Europe do the Royal caste not as having any intrinsic power as a caste, but that on the whole their independence of private ambitions and vulgar prejudices rendered them more grateful to the peoples at large than if they had been raised from the ranks. The Chinese as a nation are in fact well disposed towards the regime, being well assured that they have the real power in their own hands; and are unwilling to risk the chance of losing the substance in: vain struggles after an ideal. For a like reason they have shown little or no disposition to interfere in the succession, conceiving that whoever followed, they could make their influence felt more strongly by coincidence than by assisting in any movement to place an unknown pretender on the Throne. It was thus that the entire Empire, though loyal to the late EMPEROR, preferred to permit affairs to take their course, convinced that the Government of the late DowAGER REGENT could be for but a little time; and that under her successor the business of the nation would compel improvement.

There is little doubt that the new Regency is really desirous of introducing reforms, and that the REGENT is quite alive to the fact that of all others currency reform is the most pressing; there is also equally little doubt that he has found powerful opposition to all his schemes of amendment in the Court were growing out of all measure-Foreign countries sent their legations Peking, and, whether Peking liked it or not, it had to follow the fashion and send its representatives abroad. The result of the wer with Japan indicated that the entire military system of China was wrong from the beginning to the end, and that a complete change was necessary. But all these things cost money, and there was no constitutional system by which revenue could be raised. The old system of requisitions was found impractical; provincial taxation was in as chaotic a state as that to the Court, and the only device that could be thought of was to levy vails on all aspirants of office. who were subsequently set free on the provinces without check of any sort. The result was somewhat similar to the abuses which in the long run brought about the fall of the Roman Empire. Privately the the Dowagen T'sE HI was extravagant and avaricious, and the creatures of her Court, taking example from their mistress, took advantage of these irregular levies to enrich themselves. The evil example spread to the provinces, and each provincial capital became a duplicate of Peking. Such was the Augean stable that the new Regency found called upon to cleanse. Everyone of the Imperial Boards was affected, and practically the REGENT completely isolated. Here was no distinction between Manchu and Chinese; all alike in the continuance of the-old abuses. It is true there has been growing up in China amongst the younger statesmen a class of men who recognised the necessity of reform and who have been lending valuable assistance; amongst the older statesmen, too, are a few, amongst whem the VICEROY of the LIANG Hu takes a prominent place, who, honest themselves, have preferred to lead a life of comparative poverty to enriching themselves at the expense of their country; but such men are comparatively rare, and

find themselves sadly hampered in turn

by those with whom they are compelled to

follow in the crowd. A few there are who

take a more active part, and whose influ-

conquest the entire Manchu nation was ence is exerted in checking all reform; some probably from honest motives, believing that what has existed for so many centuries cannot be wrong, but others from the sordid motive that reform implies the contraction of their illicit gains, and is a thing to be opposed at all points. It is unfortunately at the moment the case that it is this latter class, the reactionaries, who fear the loss of their private gains through the new proposals of an amended system of imperial finance, who are most in evidence; and these it is who are prepared to go any lengths rather than see the introduction of reforms which would do away with the abuses on which they have been battening. The most glaring of these abuses, though by no means the only one, is the growth of the system of Likin, whose operations now extend from one extremity to the other of the Empire. Of its evils in connection with the railways we have but the other day spoken, but the evil does not end here; it penetrates the whole body politic. Not only

does it strangle the entire trade of the Empire, but it is instrumental in saddling the country with an army of uncontrolled tax collectors who are numbered in each The curriculum is an abridgement of the province by many thousands, and who make classical and scientific departments of standard every petty mercantile transaction, no matter how small, the occasion of levying a tax. Even worse than the tax itself in sapping the roots of prosperity is the method of its collection. There is no tariff, but each man collects according to his own discretion, the only check being the ability of the payer to meet his demands. Such a system dies hard from its very nature, yet we wonder how it is that the Government does not at once put cent. The accountants and engineers will be it down, and smile at the apparently inno- Japanese, cent manner in which the Government, put to its wits' ends, tries to make it a subject of Ning-po Railway informed the Shanghai corbargaining in its turn with the foreign Powers. As a fact, the Government, had it all the will, is no more able to abolish the system, which lives on in open defiance of all law and order, imperial or provincial, than it can succeed in abolishing by edict the silied vice of opinm smoking. In both cases there are too many rested interests concerned in keeping up the old abuses, to render the rooting of them out a task within the powers of the present administration. We have every respect for the present REGERT, PRINCE CHUN; but the task that he has essayed needs the strength of will reactionary party. Under the régime of the and the power of a HERCULES to accomplish lateEmpressDowages,TeeHr, these abuses | successfully, and it is no fault of his that had reached a height hitherto unknown even nature has not endued him with a sufficient in China, and a group of corrupt states- amount of either to carry the campaign to a men had congregated round the Throne. As successful issue. Politicians of the milk-and. China found that, do what she could, she water school were but the other day glorying could not get rid of what seemed to over what they called "the bloodless Revoluthe reactionaries about the Palace the tion in Turkey." Nature does not proceed incubus of Foreign intercourse, so like- in this manner when revolution has wise she found that the expenses of the become necessary, and no revolution worthy the name has been carried out with rose water. China offers no exception to the rule; nor is the coming revolution one of Manchu and Chinese; it is one of the entire nation. Come it whether it be led by the wise councils of a strong Government, or whether, like the-Taiping Rebellion, it springs from the

> The remains of the late Dowager Empress of Chins are to be interred in October next.

ation, and the devastation of an empire.

sufferings of an outraged nation; in neither

case will it be bloodless, but in the latter it

will entail the slaughter of an entire gener-

The Russian Order of St. Stanislas, First Class, has been conferred upon Bir Robert Bredon, Acting Inspector-General of Chinese

The Prince Regent has given 60,000 taels towards the relief of distress in the province of Kanan, where a state of famine now exists in consequence of the long drought.

A Straits contemporary learns that the Hon. W. J. Napier is resigning the Attorney. Generalship in September, and that the post has been offered to Mr. Justice Sercombe Smith.

A punkah coolie at the Magistracy lost his life on Saturday through falling over the stairs leading to the coolie quarters at the Central Police Station. He succumbed to his injuries in about an hour.

were current, and all were directly interested June amounted to 34,188.08 tons and the sales during the period to 24,433.50 tons.

> The return of visitors to the City Hall Library and Museum for the week ending the 27th June, 1909, shows that of non-Chinese there were 430 to the Library and 1 47 to the Museum. and of Chinese 267 to the former and 1,745 to the latter. The Library was, therefore, used by 697 persons and the Museum by 1,892.

At the Magistracy yesterday Harry Luke. disorderly and assaulting a lukong. When arrested at Wanchaia ricshaw was called to convey him to barracks, whereupon he struck the lukong and stretched him on the road. His Worship, in imposing a fine of 82 for the first offence and associate. The majority find it easier to \$5 for the second, said he dealt with him leniently in consideration of the excellent character which he had hitherto borne.

A useful little pamphlet has been written by Mr. James Walker, manager of the Dairy Farm Co., Ltd., on "How the housewife should take care of milk."

During his absence at church thieves entered the house of Mr. W. Bishop, at 4, Seymour Road, on Sunday morning and stole from the sitting room two silver vases, a silver pin tray, silver powder box, and two plain gold sleeve links, the total value of which was \$63.

George Deamandas, residing at 33, Queen's Road Central, reports to the police that between 13th May and 27th June, while he was in hospital, some person entered his room and stole from a locked camphorwood box \$35 in Hongkong money, four and a half sovereigns, and ten Philippino 50 centavo pieces.

Only five cases of plague were reported in the Colony during the whole of last week, all Chinese and all fatal. Not a single case occurred in the city of Victoria. The other cases of communicable disease reported during the week were 2 of enteric fever, 1 of puerperal fever, and 1 of typhus. All were Chinese.

A junior college, duly empowered to award the degrees of bachelor of arts and bachelor of science, has been uncatentationaly opened in connection with the Philippine Normal School American universities, and the degrees will be conferred after two years' work in addition to the regular four years of high school.

Preliminary steps have been taken by the Board of Posts and Communications and the Japanese Minister, acting on behalf of the South Manchurian Railway Company, for the negotiation of a loan of \$2,150,000 for the construction of the Kirin-Changebun Railway. The loan, it is understood, is for twenty-five years at five per

The Secretary of the Shanghai-Hangchow respondent of the Times that the statement to the effect that the competition for the supply of locemotives to the Company was limited to German manufacturers is incorrect. The leading firms of all nationalities were asked to tender, and the German firm of Carlowitz, having sent in the lowest estimate, received the order in the natural course of events.

A. Washington telegram states that the latest name under consideration as a possible successor to Mr. Rockhill as United States Minister to China is that of President Jeremish W. Jenks, of Cornell University. President Taft is well acquainted with the work of Professor Janks in the Philippines and Chins, in connection with the study of economic and financial conditions in the Far East as a commissioner and agent of the United States Government, and some inquiries have been made to learn the disposition of the Senate in case his nomination as Minister to China should be sent to that body.

A quintette of seamen from the steamer Orestes could not raise fifteen cents each at the Majistracy. The five men, William Daly, William McDonnough, Gordon Mathieson, John Ewen and John Moore, had entered ricshaws at the Kowloon ferry wharf. They wished to go to a certain godown, but not knowing where it was told the coolies to go to Hunghom. When they found themselves near the Docks they got out of the ricshaws and refused to pay hire. Two of them were also alleged to have assaulted two of the coolies. The evidence of the coolies was not satisfactory and His Worship ordered the defendants to pay fifteen cents each. " Have you sufficient money to pay?" he asked, "No money on either of them," replied Sergt. Caygill. His Worship-" Is there anybody who will pay this?" Sergt. Caygill said there was a man in court who would pay, and the men were dis-

BATHING FATALITY.

The second engineer of the s.s. Arratoon Apear named James Earnshaw was drowned in the harbour on Sunday evening. He disrobed and and jumped into the water about seven o'clock, when to the consternation of those on board he never rose to the surface. Several companions immediately dived into the water and swam around for some time, and the party on board the launch Mollie, which was returning from a bathing excursion, also joined in the search without result. The deceased was only twenty-one years of age. The body has not yet been recovered.

THE DELIMITATION OF MACAO. ABBIVAL OF THE CHINESE COMMISSIONER

His Excellency Kao Erh-chien, Chinese Com- inst. Mr. J. S. Dobie, the Agent in Hongkong of missioner to the Macao Delimitation Conference, found himself, when he spoke of reform, the Chinese Engineering and Mining Co., Ltd., arrived from Canton by the Chinese gunboat informs us that the total output of the Com- Kwang Ta at 4.30 p.m. yesterday. H.E. the Gopany's three mines for the week ending 12th vernor sent his Aide-de-Camp to meet the ship on arrival, with a letter of welcome to Excellency. His Excellency Kao Erh-chien will call on H.E. the Governor at 12.30 p.m. to-day at Government House.

PIRACY IN BRITISH WATERS.

A piracy in British waters has just been reported to the local police. On Wednesday of last week a boat which looked like a fishing boat approached a fishing boat in Deep Water Bay and five men sprang on board and drove R.G.A., was charged with being drunk and the fishermen into the hold and closed them down: Then the robbers took possession of the craft and landed the crew on a small island, where they remained for three days without food or shelter until rescued by a passing junk, which brought them to Hongkong. The boat stolen by the pirates was worth over \$100. The matter was reported to the police and we

believe several arrests have been made.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

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JAPANESE OBSTRUCTION AT HANKOW.

Tokyo, June 28th. In connection with the Hankow affair the Viceroy has acceded to the Japanese demands.

[For an explanation of this matter see the article headed "Japanese versus Germans at Hankow" on page 3.]

> ANGLO-JAPANESE EXHIBITION.

> > Tokyo, June 28th.

The Japanese Weavers' League have passed a resolution to participate in the Anglo-Japanese exhibition, thus | quired a large staff to keep them in good annulling their previous decision.

DAILY PRESS."

POLITICAL CRISIS.

London, June 28th. It is semi-officially stated that Prince Buelow has asked the Kaiser to be allowed to resign, but His Majesty has refused to accept the Chancellor's resignation until Prince Buelow's financial reform has been evolved and some positive result attained which that be when the new swimming bath was will be acceptable to the Federal Governments.

Inspired statements have appeared in the press to the effect that Prince Buelow is determined to resign immediately the finance reform has been

AMERICA AND CHINA RAILWAY LOANS.

LONDON, June 28th.

It is reported at Washington that China has yielded to the United States demand for recognition in awarding the Hankow-Szechuen railway loan.

CELEBRATING SOLFERINO.

LONDON, Jrne 28th.

A message from Paris states that the anniversary of the battle Solferino was celebrated at bonne yesterday, when General Picquart, Minister of War, who presided it seemed a pity that more use was not made of on behalf of the Government, recalled the unbreakable Franco-Italian brotherhood in arms.

He was convinced that in future there would be a combined France Italy, which countries were sisters by race and genius.

FROM THE "CHUNG NGOI SAN PO. "]

DEATH OF A VICEROY.

PEKING, June 28th.

The Viceroy of Chihli (Yeung Shi Sheung) died at midnight on the 25th

The Prince Regent entertained a very high opinion of the late Viceroy. When the to report on the swimming bath. Vicercy three months ago sent in a detailed report upon the corvees of his province, their abuses and proposed reforms, the Regent, wrote the following minute (presumably for Emperor): "Very good, indeed! The Government has the people's difficulties at heart, and this memorial appreciates the fact, thereby showing that one high officer at least knows his duty. Well done! Go on! Persevere!"

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. Linan left Shanghai on the 27th inst., and is due here on the 30th inst. The C.N. Co.'s str. Singan left Haiphong on the 26th inst, and is due here on the 1st prox. The Glen Line str. Glenearn left Singapore on the 26th inst., and is expected to arrive here on the 1st prox. p.m. The J.-C.-J. Lijn str. Tjimahi left Billiton

for this port on the 27th instant p.m., and may be expected here on or about the 4th prox. p.m. The P.M. str. Siberia sailed from Yokohama on the 28th inst., and is due to arrive at this. port on the 8th prox.

VICTORIA RECREATION CLUB

The annual general meeting of members of the V.R.C. was held in the Gymnasium at the Club House last evening. Mr. T. E. Pearce presided, and there were also present Mesars. T. Meek, M. McIver, L. E. Lammert, J. Rodger, S. A. Seth (treasurer), Frank Lammert (secretary), and a large attendance of members.

The SECRETARY read the notice calling the

The CHAIRMAN said it was in May, 1908, that the V. R. C. moved into the new premises, and consequently their income and expenditure had been extraordinary when compared with other years, and the cost of running the new and larger premises had been experimental The treasurer, Mr. Seth, has gone to a great deal of trouble in preparing a new set of books and putting the accounts on a more satisfactory basis. The Club's best thanks were due to him for his painstaking work. There were some items in the accounts that differed widely from last year's, and needed some explanation. It was very pleasing to find that in the general working account they were able to show a credit balance of \$2,000. This was accounted for principally by an increase in subscription s and entrance fees of some \$1,000. That was satisfactory, but he would point out that all the expenses had increased, and would increase further. Their new premises reorder, and there were always minor additions and repairs to be made. Next year they would have the new swimming bath, and further additions would have to be made to the staff The committee did not see how it was possible to diminish these expenses. Very soon they would have to find \$1,200 extra to pay the interest on the \$20,000 debentures they were raising with which to erect a new bath, and they would want to pay off a certain number of these yearly. One of the problems that the new committee would have to solve was the raising of more funds, and he expected that the members would find they would have to pay a larger subscription. It would be admitted that this was a cheap club. The present subscription, \$15 per annum, was not commensurate with the benefits that they got from the equipment provided, and more so would erected. The matter would have to be gone carefully into, but meanwhile it was satisfactory to find that they had a balance on the right side. There was a small loss on the athletic sports of \$32. but they could not cavil at this remembering the good afternoon's sport which was provided. Their best thanks were again. due to the numerous friends who had provided prizes, and who subscribed to the funds for promoting the sports. The aquatic sports appeared to be the most popular. and the paying branch of the establishment, and he thought this would be more so in the future. The V.R.C. were not successful in the Water Polo Shield Competition, but both the teams were well up in the list when the finals were played. The reserve fund in the balance sheet stood at \$25,867.62. This amount was \$196.89 more than the amount at last year's summary. The \$686.60 cash overdrawn was merely a book explanation. Certain cheques were drawn before the accounts were closed in payment of sundry accounts pertaining to 19 8. These cheques were debited cash" in the books, and credited to bank as on 31st December, 1908, hence the debit balance of bank account in the books. Referring to the rowing branch, the speaker remarked that whilst they were not successful at Canton and not as successful in the Hongkong Regatta as they could have wished, it augured well for the future when they read that there was more interest taken in rowing, and that more members were using the boats. When next season's racing came along-Of | they boped to again see the V. R. C. at the head. He should like to mention their indebtedness to the Yacht Club for the loan of one of their boats. The sporting spirit shown was much appreciated. With regard to gymnastics, the very fine room and apparatus supplied. The speaker said he had nothing further to add, but would be willing to answer any questions to the best of his ability (applause).

No questions were asked and the report and accounts were adopted on the motion of the CHAIRMAN, seconded by Mr. W. S. BAILEY. Mr. A. RODGER was re-elected Chairman on the motion of Mr. F. LAMMERT seconded by

Mr. MEEK. Mr. W J. CARROLL proposed the re-election of Mr. F. Lammert as secretary. Mr A. R. ELLIS seconded, and the motion. was carried unanimously amid great applause.

On the motion of Mr. L. E. LAMMERT. second by Mr. C. J. COOKE, Mr. Silas was elected treasurer of the Club for the ensuing The following members of the general com-

mittee were then elected by ballot-Mesers. J. Rodger., L. E. Lammert, T. E. Pearce, T. Meek, M. McIver, W. A. Crake, A. N. Kemp, H. B. Bridger and C. B. Franklin. A ballot was then taken for a ballotting com-

mittee, the result being that the following members were elected :- Messrs. J. A. S. Alves. A. A. Alves, A. E. S. Alves, J. Crnickshank, A. P. Nobbs, H. A. Seth, R. L. Bridger, S. C. MacNider, A. Pattison.

. The CHAIRMAN-That is all the official business, gentlemen. I will now ask Mr. Meek Mr. MEEK informed the meeting that out of

800 debentures, 652 had been taken up, which ave an amount of \$16,300. That number of debentures had been taken up by 156 members only, which meant that some had been very liberal, while a great number of members had taken none Application forms were still to be had, and he hoped that those members who had not made use of them would proceed to do so. They had quite sufficient money at present to make the proposed bath, but he did not like to see a thing started unless they could accomplish it without a debit balance.

Mr. SILVA NETTO wished to know the amount of the tender for the building of the new swimming bath.

Mr. MEER stated that they only had a rough estimate from the architect. \$21,000 would be more than wanted. Final tenders, when preliminaries were decided, would be put out to competition among different contractors. He had not the least doubt that when competition came along the cost of the bath would be within \$20,000.

The meeting ended with votes of thanks to Messrs. Meck, S. A. Seth and the members of the retiring committee.

SUPREME COURT.

Monday, June 28th. IN APPELLATE JURISDICTION. BEFORE THE FULL COURT.

LEUNG SHUI KONG V. THE IMPERIAL

BANK OF CHINA. Judgment on the appeal by Loung Shui Kong against the judgment delivered by His Honour the Chief Justice in this action was delivered by the Full Court yesterday.

Pollock, K.C., for the respondents.

Stated briefly, the point on which judgment went against the defendant was in respect of what were called the "King ICoo "accounts. He, the Chief Justice, had held that they were Lenng King Wo's private accounts with the Bank of Tientsin, which were overdrawn. He held further that the circumstances in which these accounts were kept amounted to an admission by Loung King Wo as to their accuracy; that it was proved as far as such an account could be proved, and that the defendant was liable for the overdraft Then came the question of law which depended on the change in the nature of the duties of Leung King Wo from manager at first to agent. Such a change in the nature of the duties of the person guaranteed would, in the absence of notice and assent, absolve the guarantor, but it had seemed to him that if there was running through both offices guaranteed one common ground of liability, the reason for this relief would cease to exist and the guaranter would continue liable. The question had assumed a considerable importance in the taking of the accounts consequent on the judgment, and it had become necessary for the defendants to challenge the principle on which he (the Chief Justice) had forfeiture of the estate for breach acted. He had intimated that in ordinary the condition, equity deeming it unreasonable circumstances he should have had the point that the mortgagor should retain for his own specially argued on the basis of his judg- benefit what was intended for a mere security. ment on the other points, so that the from all other matters, but circumstances did not admit of it. The Court was workwas covered absolutely by authority, and that rights and obligations incident to a mortgage. the law as he had laid it down was wrong. The

claim must be reversed with costs. Mr. Justice Compertz concurred. Sir Henry Berkeley applied for a stay of

execution for three months.

their costs.

you want a stay?

with a view to appeal.

undertaking to repay to them the costs if they | Hongkong Fire. are paid to us.

The Chief Justice-If a plaintiff out of the jurisdiction brings himself within the jurisdic- the point, that my previous raling on the tion he must be treated like any other plaintiff. Bir Heury Berkeley accepted the undertaking given by Mr. Slade.

THE HIP ON CO. APPEAL:

The decision of the Full Court was delivered on the appeal brought against the decision of costs. the Chief Justice in the action in which the Hip On Exchange and Loan Co., Ld., and the Hongkong and Manila Yuen Shing Exchange and Trading Co., Ld., were appellants, Li Po Yung being respondent.

The Hip On and Yuen Shing Companies were represented by Hon. Mr. H. E. Pollock, K.C., instructed by Mr. H. L. Dennys (of Messrs. Dennys and Bowley); Kwok Yik Ting was represented by Hon. Sir Henry Berkeley, K.C., who was instructed by Mr. R. D. Atkin-Li Pe Yong was represented by Messrs. M. W. the annual value of the unimproved land, as Slade and E. Potter, who were instructed by from the date of the sale. Mr. F. Paget Hett (of Messrs. Brutton and Hett). Li Po Kam was represented by Mr. H. G. Calthrop, who was instructed by Mr. C. D.

Wilkinson (of Messrs. Wilkinson and Grist). In the course of a lengthy judgment the Chief Justice said :- I shall not dwell on the facts of the case at any length, for I find that my epinion of them has not varied since I heard the case; reflection has indeed only strengthened it. I shall for the sake of brevity only refer to one plaintiff, the Hip On, and to its manager, Tam Tsz Kong. The case of the Hip On, the plaintif company, bogus, and action was heard by the Chief Justice sitting Kowloon.

the syndicate arrangements mere fudge. will endeavour to put this into more definite shape, which will serve as a summary of my opinion of the case. Kwok and Tam thought they saw a "good thing," but it was a good thing which was not to be had without some payment. They thought they could raise \$60,000 between them and their friends; this was the extent to which they would go in cash, the mortgage would produce the rest for payment of the existing mortgages, for purchase of the property and to provide a building fund. The plan of itself leant strongly towards under-Messrs. M. W. Slade and H. G. Calthrop valuation, but, on the other hand, it had to deal appeared for the appellant, while Mr. Orr with a sufficiently large fund to leave a appeared on behalf of the Hon. Mr. H. E. liability on the mertgager to the Hip On, which was not apparently beyond his means. The Chief Justice said the defendant in this That it was all worked out very clever. action was sued as guaranter of one, Lenng ly is shown from the fact that they King Wo, an officer in the Imperial Bank of brought the amount paid to within \$10,000 of China, deceased. It was impossible to make what I call the true value. It is the usual a satisfactorily concise summary of the facts of case, so common in cases which come before S. J. David and Co. proceeded against their the case, and it was hardly necessary, as the this court, of an attempt to build mountains compradore, Chan Ut Chiu, to recover \$648,816. defendant had judgment on all points in the out of the materials of mole-hills, to make a action, except one, and it was in respect of this little do the work of much, of what is popularly instructed by Messrs. U. J. Gedge and A. Jackpart of the judgment that he was appealing. known as the "inverted pyramid." In this son (of Messrs. Johnson, Stokes and \ aster), case the aper was \$60,000 in cash, and it is true that it was sufficiently substantial to have kept the pyramid in unstable equilibrium for some time, but the fact that this substantial sum formed the apex of the pyramid cannot invest the other main fact with a virtue it does not possess. And that fact is that Tam Taz Kong, the member of the purchasing syndicate, was the manager of Hip On, and directly the question of a " good thing," of not giving the proper value for the syndicate's own purposes cropped up, the conflict of interest and duty arose and burden of upholding the buna fides of the sale was shifted on to him-that is to say, on him as manager of the Hip On. So I adhere to my view that the sale must be set aside.

Looking at the question on principle, the connection between setting aside a sale and compulsory redemption is very difficult to follow. The mortgage has two rights, a power of sale, or foreclosure; redemption is the relief which equity gives to stay the exercise of what would otherwise be an indefensible common law right. It is to prevent the absolute

Why then should the mortgager be compelled question could be specially considered free to redeem merely because the mortgagee has exercised his power of sale wrongfully, and in such a way as to compel the Court to set it ing trable tides, and he was compelled to saide? The result would be that a wrongful give judgment against the defendant on this exercise of the power of sale would be equivalent point without being able to devote as much to foreclosure, and if redemption were made the consideration either to the facts or the law as he condition of setting aside this sale, it would should have wished, and without calling on treat this action for the recovery of the balance counsel for assistance. The argument on the of the loan as a foreclosure action, which appeal had practically taken the place of the is not, and the plaintiff and the defendant as further argument which, if the time of the mortgages and mortgagor, which they have all Court had been less occupied, he should have along been most strenuously contending they required in the first instance. Now that he had are not. The effect of the judgment I gave is heard the question of law argued he found it | that that revives, and with it the ordinary

I maintain my opinion that in this case case must be governed by the authority of redemption should not be made the condition of Bonar v. Macdonald (3 H. L. cares, 226) for setting saids the sale. The result is that the the facts were in principle identical. He was sale is set aside simply, which entails the followtherefore of opinion that the judgment which ing consequences :- First, that the relation of was entered for the plaintiff on this part of his mortgager and mortgagee between Li Po Yung and the Hip On is restored each with his normal rights. Secondly, that the question which Kwok Yik Ting has raised—Who is to compensate him for the improvements which he has made Mr. Slade objected, as the plaintiffs were out | and the expenditure he has incurred in creating of jurisdiction, and the defendants must use the buildings on the property?-must be answered in atmost despatch and energy in order to get the following way. It does not concern Li Po Yung, at least at present. The mortgagee and The Chief Justice (to Sir Henry Berkeley)- Kwok Yik Ting have chosen to enter into a You are a very rich and wealthy firm. Why do sale which has to be set saide, he and his purchaser must arrange matters between them as Sir Henry Berkeley-To consider our position best they can. The question is not before us, and is irrelevant to the present action. The Mr. Slade-We are prepared to give an same remarks apply to the mortgage to the

I am quite satisfied, after the very exhaustive arguments that were addressed to the Court on matter of the release of Li Po Kam and its effect on Li Po Yung was erroneous and must did not pay money owing on the mortgage; (d

judgment said:-It follows that in my view terms. It would no doubt be convenient to settle the decree in Chambers, but I think the proper order might be outlined as follows:-(1) An account to be taken of what is due under the mortgage for principal and interest; (2) An inquiry as to what allowance Kwok Yik Ting son (of Messrs, Descop, Looker and Deacon); Yung to be credited with an occupation rent of

> LEAVE GRASTED TO APPEAL TO PRIVY COUNCIL

In the action in which His Excellency the Governor appeared as plaintiff, claiming for the performance of a specific contract, and in which His Honour the Chief Justice entered judgment for the defendant, Hon. Sir Henry Perkeley, K.C., Acting Attorney-General, instructed by Mr. F. B. L. Bowley (Crown Solicitor), applied for leave to appeal to the Privy Council.

Sir Henry Berkeley stated that this was an application for leave to appeal to the Privy other plaintiff company, the Yuen On, and of Council against the judgment of His Honour its manager, Ng Li Hing, is practically the Chief Justice. It would be within the identical. I have called the transaction be- recollection of His Honour the Chief Justice tween Kwok Yik Ting and his friends, among that this action was originally set down to be whom was Tam Tsz Kong, and Tam Tsz heard before the Full Court, but owing to an Kong in his capacity as manager of the objection taken by Mr. Justice Comperts the

I alone. Counsel understood that the Chief Justice was sitting alone as the Full Court.

The Chief Justice I intimated in indement how I sat. Sir Henry Berkeley-As Full Court?

The Chief Justice -No. Sir Henry Berkeley-Then wailable judge of the Full Court?

The Chief Justice-Yes. Mr. Slade-Or to put it in another way, the only available Court in the Colony. case was set down before you as being before the Full Court.

The Chief Justice-I_don't think it matters much. Either there was no Full Court then or there is no Full Court now.

Leave to appeal was granted on the usual conditions as to payment of costs.

A COMPRADORE'S LIABILITIES. An appeal was begun against the decision of the Chief Justice in the action in which Messrs. appeared for the appellants (plaintiffs), while defendants. "

of \$648,816 odd, which they said he had agreed which, were not distinguished in 1888, to pay them in respect of certain losses in and Ocean sailing ships (not junks). The business which the firm had done with Chinese. The agreement upon which Messrs. David relied, as appeared from the terms of the reply subsequently filed by the plaintiffs, was to be found in two documents; one instrument, of mortgage made between the compradors and Mr. Abraham Jacob David, of 289,101 tons. The Harbour Master remarks a partner in the plaintiff firm, and the other an agreement made between the firm and the compradore. After referring to the pleadings, Mr. MacNeil stated that at the hearing learned counsel for the plaintiffs produced these two documents and called a witness to prove the losses alleged in the claim, and to show how they were made up. Learned counsel for the defendant called no witnesses, and rested the conditions of his case entirely upon argument as to the construction of the two documents.

Sir Henry Berkeley-I did not abandon the right to call witnesses. At the close of the plaintiff's case I moved the Court that they had no case. The case of the defendant has rested, therefore, entirely on argument as to the construction of the agreements. Counsel for the defendant did not go into that branch of the defence which has no relation to the agreements. Upon these arguments as to the construction of the two documents the Chief Justice gave judgment in favour of the defendant, and it is from that judgment this present appeal is now being brought.

Mr. MacNeil, proceeding, said he did not

feel it incumbent upon him to prove that Chinese compradores guaranteed their customers. And with the greatest possible respect to the learned judge who tried the case in the court below he should decline to search "occult principles" on behalf of his clients. It did not seem to him, after having made some attempts in this direction, that if one went ever so deep one would get further than the old Common Law Mortgage. He respectfully submitted to the court that all the principles of law of mortgage which could be made ap- the bankruptcy of Mr. John White, a wellplicable to the case of the plaintiffs in this known London shipbroker of 23a Great matter had been placed before their Lord. St. Helens. In his examination the debtor endeavour to put them before the court. The a man accepted an engagement as compradore a year. During the last two years he had Memorandum which I have felt it my duty to upon the expressed condition (a) That he shall suffered from ill-health, for which reason he issue. enter into a mortgage and into an agreement making him responsible for all money owing the business. He attributed his failure to under that mortgage; (b) And who has agreed liabilities for calls on shares and guarantees that his property should not be redeemed unless given on behalf of various companies, also to he paid certain losses on Chinese contracts as had trade generally. The debtor roughly well as certain other monies; (c) Who has estimated his liabilities at £15,000 and his assets agreed that his property could be sold if he be reversed. The appeals of the plaintiffs and of | Who has declared after giving a power of sale, Kwok Yik Ting are both dismissed with costs, that the power of sale could only be exercised by and the appeal of Li Po Yung is allowed with a person who was entitled to give a discharge of bankruptcy. for money owing on the mortgage; (e) Who Mr. Justice Comperts in the course of his has laid it down that the mortgagess might demand payment; (f) And if they did it, were the sale should only be set aside on certain to demand payment in writing; (g) And who has specifically contracted in the agreement to be fully responsible for all monies and losses mentioned in clause 8, except one loss which is nowhere mentioned in the other agreement except in general words which cover equally losses on Chinese contracts; (h) That \$55,000 should have for improvements, which have should be held until he has paid what is increased the value of the property; (3) Li Po owing under the mortgage to the firm's satisfaction. The offect of that judgment was that a person in those circumstances had not agreed to pay anything under the mortgage, and that, Counsel submitted, would be a difficult finding for their Lordships to support. The case stands part heard.

HONGKONG PLAGUE STATISTICS.

We have been furnished with the following table showing the distribution of plague this season in the Colony of Hongkong :-

Kowloon City......31 Old Kowloon-Yanmati38 Taim Sha Tsui 11 Tai Kok Tsui 1 Hung Hom 1 Quarry Bay Harbour City of Victoria30

Victoria 6 were imported from outside the Colony and 2 at least came across from

SHIPPING NOTES.

kong (Commander Basil Taylor, R.N.) for the lads to be seamen in British ships. We want year 1908 shows that while the number of ships British seamen for British ships, and there are entered and cleared (532,078) showed an increase of 24,478, as compared with the returns for 190. there was a decrease in tonnage amounting to 1,413,069. The total tonnage was 34,614,335. Of these totals 45,437 ships of 22,306,037 tons were engaged in Foreign trade, and were distributed as follows:-

British Ocean vessels represented Foreign Ocean vessels British River Steamers Foreign River Steamers Steamships not exceeding 60 tons 8.9 Freding Junks

The Barbour Master mentions the interesting objects." fact that during the past twenty years the average tonnage of Ocean vessels visiting the Hon. Sir Henry Berkeley, K.C., and Mr. M. W. Colony has risen from 1,186.9 tons to 2,248.6 Slade, instructed by Mr. J. Scott Harston (of tons) Another interesting comparison with Messrs. Ewens and Harston), represented the the figures of twenty years ago shows the wonderful growth of the shipping trade. In Mr. MacNeil informed the Court that this 1888, :2,614 British ships of 3,265,751 tons was an appeal from a judgment delivered by the entered the port, against 10,115 ships of learned Chief Justice on December 23rd of last 11,792,752 tons in 1908. For Foreign ships the year. The action arose in the following figures are, in 1888, 1,206 ships of 1,252,852 circumstances: Messrs. S. J. David and Co. tons, and in 1908, 5,429 ships of 8,130,901 tons. were claiming against their compradore a sum These figures are for Ocean and River steamers,

ratio of increase in both cases, it will

be noticed, has been practically the same.

A comparative table included in the report shows an increase in British ocean shipping, entered and cleared during the year, of 113 ships that this increase appears to indicate a very considerable revival of trade during the last quarter of the year after the general de pression for in each of the first three quarters decreases were shown as compared with the corresponding periods of 1907. British River steamers are shown to have decreased by 582 entries and clearances with a collective tennage of 342,832 tons. This decrease is due to the loss of two large, regularly running, steamers, the Powan and Yingking, and the withdrawal of a third the Hoi Sang, from the run, during the year. Foreign Ocean vessels have decreased by 489 ships of 323, 039 tons. This decrease is general, but is most noticeable under the Norwegian, Japanese, and German flags, and may undoubtelly be attributed to the general trade depression throughout the world. Foreign River steamers show a falling off of 13 ships of 10,927 tons, which is due to the laying up of several of these vessels after the typhoon of July 27, in which they were damaged. Had it not been for this, the numbers and tonnage would have been considerably in excess of those for 1907. The actual number of individual ocean vessels of European construction entering during 1908, was 745, being 365 British and 380 Foreign. The figures in 1907 were respectively 800, 362, and 438. These 745 ships aggregated 1,824,237 tons. They entered 3,991 times and gave a collective tonnage of 7,452,498 tons. Thus compared with 1907, 55 fewer ships of 36,008 less tons, entered 191 fewer times and gave a collective tonnage decreased by 15,013 tons.

Bad trade and other causes have led had been compelled to gradually discontinue at £10, exclusive of shares to which no present value is attached. No offer being submitted, the case was left in the hands of the Official Receiver to be wound up in the ordinary course

According to recently published official statisties the cubic capacity of ships built in German yards increased from 175,097 registered tons in 1907 to 263,036 registered tons in 1908. this connection it should be noted that the number of ships built has increased from 274 to 802, from which figures it is evident that the construction of small ships has greatly increased. The construction of large ships, and especially of large ships for foreign countries, has decreased considerably during the last few years. During the year 1896 57 ships with a cubic capacity of 33,756 tons, and in 1900 59 ships with a cubic capacity of 41,153 tons, were built in German yards for foreign countries. In 1906 the cubic capacity of such ships decreased to 29,243 tons, and in 1908 to 16,707 tons. The number of these ships built was 146 in 1905 and 98 in 1908. These figures indicate that only small ships | Charles Peresford and Admiral Lambton," and are now built in German yards for foreign countries. During 1908 not a single foreign battleship was built in a German yard. In foreign yards during 1908 184 ships with a cubic capacity of 92,947 tons, as compared with 119 ships with a cubic capacity of 122,845 tons in 1906, were built for German account.

The number of aliens in the British mercantile marine was stated by Admiral Fremantle recently to be 40,000, and he added that these Of the 30 cases returned from the City of foreign sailors received £2,000,000 in pay, which went out of the country. At the same gathering To the Commodore, the respective Captains at which these statements were made the follow-

ing letter from Lord Charles Beresford was read :- "I entirely agree with Sir Christopher The Report of the Harbour Master of Hong- Furness views as to the necessity of training far too many aliens in them to be safe or efficient if we are called upon to defend ourselves in a sudden war. Scalaring life brings out some of the finest characteristics of the British race. Nowhere are these characteristics wanted more than in the mercantile marine when the men's loyalty, and duty, under often terrible difficulties and unforeseen circumstances, make the punctual delivery of our food supply certain to this country. The officers and men of the Royal Navy thoroughly appreciate the loyalty, the duty, energy, enterprise, and pluck which are so continually exhibited by the officers and men of the mercantile marine in carrying out their work. In the Royal Navy these characteristics are generally known by the public; in the mercantile marine they are often unheard 100.0 100.0 1000 of, although so continually brought into play. May all good luck attend you in your patriotic

> Vancouver's trade is onlarging so rapidly that the Canadian Pacific is increasing its harbour accommodation by the construction of four new large piers, the shortest of which will be 600 ft long. These piers will be fully equipped with rail tracks and freight sheds, chiefly in order to handle the increasing through traffic. Arrange: ments have been made with the Bank Line to operate a service of four steamers between Vancouver and Yokohama, as the regular Cans. dian Pacific steamers are unable to carry all the traffic that is offered them.

The principal toll-gate on the world's ocean highways is the Suez Canal. Its annual returns consequently afford a very fair index of the general trend of maritime business. It is not surpising to find an appreciable decrease in revence during 1908. The drop is as much as £345,000, while at the same time expenditure has increased by about £50,000. The shrinkage in earnings is, of course, due to the fact that fewer ships passed through the waterway. The actual falling-off was 472 vessels, representing upwards of a million tons. But the tendency for the average tonnage of the ships to increase made some further progress, and the average duration of the passage established yet another record for brevity The lessened earnings of the canal company do not affect the dividend, for when the dues were recently reduced a special reserve was set up, and this is now to be utilised in maintaining the distribution. There is a suggestion in the report that the statutory reserves, which are quite separate, are likely to show a surplus presently available to increase the amount profit available for dividend. Nothing is said about the negotiations which have been set foot for an extension of the canal company's concession, but the subject is almost sure to be raised at the annual meeting. As showing the progressive tendency of Suez Canal administration, it may be recalled that until quite recently. there was a prohibition against the use of waterway by petroleum tank steamers. Last year, however, some thirty of these vessels passed through the canal.

> ADMIRAL LAMBTON AND THE BACON LETTERS.

A MEMORANDUM TO THE SQUADRON. Admiral Sir Hedworth Lambton, Commanderin-Chief of the China Squadron, writes:-

Sir,-The honour of the Admiral approved by the King to command the British Fleet in the China Seas cannot be a matter of indifference to ships already, and if they had not be would stated that he had traded as a shipbroker His Most Gracious Majesty's loyal subjects refor twenty years, and during the twelve years siding in the Far East, therefore I trust you will ended 1906 he had an average income of £6,000 be able to find space to publish the subjoined

> Your obedient servant. HEDWORTH LAMBTON.

> > King Alfred at Weihaiwei, June 19th, 1909.

Memorandum. I have the honour to draw the attention of Captains, Officers and Ships' Companies to the following question and answer in the House of Commons on May 10, which enabled Admiralty to scoede promptly, justly, honourably to my telegraphic request May 7 that my honour should be publicly

vindicated:-"Mr. Brooke (L., Tower Hamlets, Pow and Bromley) asked the First Lord of the Admiralty whether, having regard to the statements alleged to have been quoted from a private letter of three years ago to the First Sea Lord. the Admiralty have ever regarded

in the Naval Service.' "Mr. McKenna replied that the Admiralty have never regarded Admiral Lambton as an agitator. His record is most distinguished, and the high appreciation in which his service, both in peace and war, have been held by successive Boards is shown by his rapid advancement and long succession of important appointments. No statement in the private letter can be reasonably interpreted as an allegation that Admiral

The Times newspaper reported Bir George Armstrong's speech concerning Captain Bacon's letter to Sir John Fisher containing the offensive phrase I objected to, viz. :- " Service agitation headed by Lord also published Mr. McKenna's explanations in the House of Commons on the subject, but for reasons best known to itself, although the matter is of great interest to all those who cherish respect for the time-honoured traditions of the Navy, has omitted the above vindication of myself by the Admiralty.

This unfortunate omission on the part of The Times, to which journal many people trust for their Parliamentary intelligence, necessitates my issning this Memorandum, which is to remain on the notice boards of each vessel in the China Fleet for one week after receipt on board. HEDWOETH LAMBTON,

Vice-Admiral and Commander-in-Chief and all concerned on the China Station.

Terrible Humour from Head to Foot -Had to be Wrapped in Cotton Wool-Discharged Uncured After Three Months in Infirmary-Scratched Until Bandages were Soaked with Blood.

DREADFUL DISEASE CURED BY CUTICURA

"My little boy is borely two years old, and when he was about eight months old he had to undergo an operaion and have something taken out of his face. But when the time came for the operation to take place he had broken out with eczems to such an extent that he was one mass from head to foot and had to be wrapped in cotton wool. He was for three months in the Infirmary under three doctors. They managed to get him sufficiently well to operate on him, but could not cure him, and at the end of three months turned him out with his shoulders and top parts of his poor little arms one mass of thick scabs, so bad that they sent splints with him in case they would be needed. The worst places were unfortunately, just where all the weight of his clothes hung on them, and one had only to look at the child to know what he suffered. Though I put bandages on at night, he managed to rub or scratch them till he was soaked in blood and corrupt matter in the morning, and the rags had to be made wet to get them as they were stuck fast to the places. I got one each of Cuticura Soap, Cuticurs Ointment and Cuticura Resolvent. From the very first application he began to mend, and in less than a fortnight he was quite clear and now, at the end of a few weeks, it is scarcely possible to tell where the places were. He cannot eay many words, but I was quite touched when he once showed his arms, telling me "it had all gone," and the subject had not been mentioned. It has quite set him up and he is getting quite a nice strong boy, not a bit like he was. have recommended Cuticura to severa suffering with eczema. Mrs. F. Webb. Alderton, pr. Towcester, Northamptonshire, Eng., July 3, 1908.

Complete External and Internal Treatment for Every Humour of Infants, Children and Adults consists of Cuticura Scap to Cleanse the Skin, Cuticura Scap to Cuticura Resolvent. Omitment to Heal the Skin and Cuticura Resolvent. Pitts to Purify the Blood. A Single Set often Curry. Sold throughout the world. Depots: London, 27. Charteshouse Sq.: Paris, 5, Rue de la Paix: Adecrateshouse Sq.: Post-tree from London Chem. Corp., Boston. Sp. Post-tree from London Chem. 54-20

GERMANS V. JAPANESE AT HANKOW.

A few days age we published a telegram from our correspondent at Tokyo stating that the Foreign Office had received a report from the Japanese Consul at Hankow relating to the obstruction of Japanese trading in the interior of China, due, it is alleged, to the unwarrantable interference of the German Consul at Hankow on behalf of his nationals. The following. which is taken from the Japan Herald, supplies an explanation of the trouble :-

Chinese middlemen of German export firms at Hankow, which undertake the purchase of sesame in the interior of Honan-where German traders are forbidden to establish branches or to travel for business purposes-have demonstrated the fact that Japanese firms have founded stores contrary to Treaty provisions in Honan. Since they saw their business threatened by these illegal proceedings they denounced them to the Viceroy of Wuchang. In order to give more weight to their representation they associated themselves in their matter with the export firms with which they are related to persuade them to mak simultaneous representations to the Viceroy. To guarantee the interests of German merchants against injurious actions in violation of treaties, the German Consul demanded of the Vicercy the withdrawal of the illegal Japanese trading-stations in the interior of Honen

Thus it is ascertained :-(1) That Japan and Germany both follow the policy of Equal Rights and the Open Door in

That there has been a transgression of Treaty right by the !spanese, since it is not a question of travelling merchants but of the foundation of Japanese branch stores outside of Treaty

(3) That the stimulus to this charge of violation of Treaty rights was given by Chinese

(4) That German merchants, as being the only foreigners injured, or at least being those most injured, by this violation by Japan of commercial policy in China recognised both by Japan and Germany, have insisted on the guaranteeing of Treaty rights and have hence demanded the withdrawal of the Japanese establishements.

(5) That a German Consulate would never have undertaken to support this demand in the name of the German mercantile community had there not been an obvious violation of Treaty

WEATHER REPORT

The Hongkong Observatory yesterday issued. the following report: -On the 28th at 12.05 p.m.—The barometer

Admiral Sir Hedworth Lambton as an agitator has risen in S. Japan, the depression lying over that area yesterday, having passed to the Pacific. The Manchuria depression has moved into the N. part of the sea of Japan.

Pressure has given way quickly over China owing to the appearance of a depression over the Yangtze Valley. It appears to be moving towards N.E. The highest pressure is shown over the S.

part of the China Sea and the Pacific to the Eastward of the Philippines. Strong S.W. winds may be expected in the Formosa Channel and along the northern

shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:-S.W. winds.

Hongkong & Neighbourhood { strong; squally, rain-later. Same as No. 1. Formosa Channel

South coast of China between ? Same as No. 1. Hongkong and Lamocks. South coast of China between Same as No. 1. Hongkong and Hainan ...

How to BE BEAUTIFUL-Keep your complezion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS

should be sent in before 11 a.m. on day of publication. After that hour the supply is smited. Only supplied for Cash. Telegraphic Address: PRESS Codes: A.B.C. 5th Ed-Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

DART of HOUSE FURNISHED, at the Easy distance from Tram Station. Box 100. Write-Care of " Daily Press " Office. Hongkong, 29th June, 1909.

CHINESE AND ENGLISH DICTIONARY

NEW EDITION Enlarged to 1,800 Pages, THOROUGHLY REVISED. Fascicule 1. (296 pages) will be ready for delivery in July.

Price to Subscribers £5.5.0, payable on delivery of Fascicule 1. Prospectus and Specimen pages upon application. KELLY & WALSH, LD.

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HARBOUR MASTER'S DEPARTMENT

TT IS HEREBY NOTIFIED that in-I formation has been received from the Military Authorities that GUN PRACTICE will be carried out as under : -On TUESDAY, the 29th June:-

From Pakshawan in a North-Easterly direction, at ranges up to 6,600 yards commencing at 9 A.M., and finishing at-1 P.M.

If the weather is unfavourable on the above date, practice will take place on the following All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 25th June, 1909.

IN THE MATTER of the estate of CARRIE ALVIRA WALTERS MEGIN, otherwise MABEL SHER-MAN, otherwise EMILY LOUISE HALL late of No. 12, Wyndham Street, Victoria in the Colony of Hongkong, the wife of HORACE JOHN MEGIN, of the United States Ship "SAMAR" Hospital Steward,

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 31st day of October, 1909, for sending in Claims against the above estate. All Creditors and other persons having any Claims against the said estate are hereby required to send their Claims to the undersigned on or before the said Date. Dated this 17th day of May, 1909.

OTTO KONG SING. Solicitor for the Official Administrator, No. 12, Queen's Road, Central, Hongkong.

NOTICE OF REMOVAL.

746

WE have This Day REMOVED our Offices to YORK BUILDINGS Offices to YORK BUILDINGS. CHATER ROAD (Top Floor). SCHULDT & Co. Hongkong, 28th June, 1909.

NOTICE OF REMOVAL.

ROYAL SWEDISH VICE CONSULATE. FITHE OFFICE of the above Consulate has This Day been REMOVED to YORK BUILDINGS, CHATER ROAD (Top Floor). S. SWART. Vice Consul for Sweden. Hongkong, 28th June, 1909.

NOTICE

TITHE Undersigned are instructed to reinvest \$150,000 on Local Mortgages: Full Particulars of Securities offered should be submitted to-DENNYS & BOWLEY, Solicitors.

Supreme Court House, Hongkong, 15th June, 1909.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908.

CUTTON'S SEEDS Special Selected Collections for this Climate. VEGETABLES AND FLOWERS IN AIR-TIGHT CASES. To be obtained from CHINA EXPRESS CO.,

Telephone 668.

3, Duddell Street. [50 FOR SALE.

TWO BILLIARD TABLES, full Size, for the whole season. Apply to Office of this with all accessories, can be seen at any paper for references. Box 163.

Care of "Daily Press" Office. Hongkong, 25th June, 1909.

GRACA & CO., (Established 1896.) No. 27 DES VŒUX ROAD. Dealers in POSTAGE STAMPS

Just Received a Selection of SENF'S ILLUSTRATED POSTAGE STAMP ALBUMS of Latest Edition, from \$1.75 to \$16 Each. Inspection Invited.

VIEW POST CARDS.

INSURANCE

NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

Authorised Capital ... £3,000,000 Subscribed Capital Paid-up Capital II. Fire Funds

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents.

DR. M. H. CHAUN.

Hongkong, 21st July, 1908.

PEAK; end of July. Tennis Court. | THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33. QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

CIEN TING

SURGEON DENTIST.

No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkorg, 21st September, 1905.

BROWNING AUTOMATIC POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co. Hongkong, 6th March, 1907.

NEW CARTRIDGES.

TOY popular English Manufacturers. In D all Bores and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at. \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Varioty. Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906.

TAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX BELIANCE CROWN

TARPAULING ARNHOLD, KARBERG & CO. Sole Agents.

SINGON & CO.

TRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale Retail Ironmongers Pig Iron and Foundry Coke Importers: General Storekeepers and Shipchandlers. Nos. 35 & 37, Hing LOOKS STREET, (2nd Street, west of Central Market) Telephone No. 515.

A TACK & FURNITURE & PHOTO GOODS STORE. 26, DES VŒUX ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES. UMBRELLAS, &c., &c. Cameras fitted with

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Hongkong, 24th April, 1909.

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TOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, With INDEX. Price \$7.50. On sale at the "Hongkong Daily Phiss

Hongkong, 21st January, 1909

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NO. 6, OBSERVATORY VILLAS. Kowleon. Five-Roomed House; Electric Lights and Tennis Court. "ERANEE BUNGALOW," Kowloon. A Small Garden attached Moderate Rental. Apply to - ARRATOON V. APCAR & Co., 14. Des Voux Road

Hongkong, 3rd March, 1909. POPULAR SUMMER RETREAT.

NE of the BEST HOUSES at Kuliang. the Beautiful Summer Resort and Sanitarium, near Foodhow, to be let, fully furnished; Foothow, 22nd May, 1909.

TO LET.

TOUSE in KENNEDY ROAD, convenientlocality; Electric Light installed. Apply to-

N. S... Care of " Daily Press " Office. Hongkong, 28th June, 1909. TO BE LET.

ESTRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong. Apply-

T. B. L., Care of "Daily Press" Office. Hongkong, 11th May, 1909.

TO LET

STORAGE. FOR COAL, TIMBER, &C.

O BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43.000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906.

TO LET. ODOWN, No. 5A, DUDDELL STREET.

Apply to-THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 1st June, 1909.

TO LET. TOS. 2 & 3, BEACONSFIELD ARCADE facing the Parade Ground.

No. 1. ALBANY, from 1st July, 1909. NEW FIVE ROOMED HOUSES in Shelley Street. "BIRNAM BRAE." 31, Conduit Road. Furnished or Unfurnished Eight Roomed House, newly painted and done up. Billiard Room, 3 Bath Rooms, Drying Room, Store Room, Pantry and good servants quarters. Tennis Lawn,

Electric Light and Bells. The EYRIE, No. 13, Peak, Unfurnished from 1st June, 1909. C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central. GODOWNS in Duddell Street.

HOUSES in BELILIOS TERRACE. ROBINSON ROAD, newly painted and colorwashed, exceptionally cheap rentals." FOR SALE .- TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to-

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 23rd June, 1909.

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises, Apply to-

DAVID SASSOON & Co., LTD. Hongkong, 1st May, 1909. TO LET.

King's Buildings.

OFFICES facing the Harbour from about October at present in occupation of Messra, JARDINE, MATHESON & Co., Ltd. Apply-THE HONGKONG LAND INVEST-

MENT & AGENY CO., LD. Hongkong, 4th June, 1909. TO LET.

66 TOWFORD," 12, Bonham Road, and

5 STEWART TERRACE, the Peak. Care of "Daily Press" Office.

TO LET.

ODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowne East Point). Immediate Possession. Rent exceptionally

moderate. KAM FOOK, Apply to-No. 107. Wellington Street, , behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. TO LET.

OFFICES at No. 2. PEDDER STREET. A pply-MESSES. JARDINE, MATHESON & Co., LTD. Hongkong, 31st May, 1909.

TO LET. TAIVE ROOMED HOUSES at Kowloon. 1 ROOM on First Floor of "Hotel Mansions, with use of Bath Room, suitable for Office or

Living Room. COMMODIOUS SHOPS. Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48. Yaumati Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of

Coal, Timber, &c. Apply to-HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 29th June, 1909.

TO LET. ODOWNS, Nos. 95, 96 and 97, PRAYA EAST. Apply-

CHATER & MODY. Victoria Buildings. Hongkong, 1st February, 1909. TO LET.

HOUSE in Wong Nei Chong Road. A HOUSE in RIPON TERRACE. OFFICES To LET, No. 2, Connaught Road, 3rd Floor. No. 3, CLIFTON GARDENS, Conduit

No. 10, DES VŒUX ROAD CENTRAL, OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE Buildings and No. 16B., Des Vosux Road next to the Hongkong Horn. FLATS in MORETON TERRACE.

Apply to-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 1st June, 1909.

TO LET.

TO. 14, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Rooms. Apply to YEE SANG FAT & Co., Opposite General Post Office Hongkong, 21st June, 1909.

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CAPITAL PAID-UP Yen 24,000,000

HEAD OFFICE-YOKOHAMA. BRANCHES AND AGENCIES. Tokyo Kobo Osaka Nagasaki London Lyons New York Honolulu San Francisco Hankow Shanghai Bombay Peking Chefoo Tientsin Port Arthur Newchwang Dalny

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Chiang Chun Tieling HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 41% per annum TAKEO TAKAMICHI,

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Manager.

Hongkong, 2nd June, 1909. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE-LONDON.

RESERVE FUND £1,575,000 RESERVE LIABILITIES OF PROPRIE-

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WM. DICKSON, Manager. Hongkong, 6th April, 1909.

TEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHEBLANDS TRADING SOCIETY) ESTABLISHED 1824.

L'AID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND "L. 5,752,884,84 (about £479,407

HEAD-OFFICE : AMSTERDAM. HEAD-AGENCY BATAVIA. Branches :- Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pscalongan, Pascercean, Tjilatjap, Padang, Medan (Deli) Palembang, Kota-Radja, (Acheen) Handjermasin: Correspondents at Macassar. Bombay Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy

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The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED. On Current Account 2 per annum on daily On Fixed Deposits 12 months 41% per annum. - D ' J. L. VAN HOUTEN, Agent,

Hongkong, 16th July, 1908. LEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP ... Sh. Taela 7,500,000

HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS, BEBLIN, BRANCHES: Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau,

Kobe, Yokohama, Singapore. Founded by the following Banks and Bankers :-KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin. DIRECTION DER DISCONTO-GESELLSCHAFT

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Frankfurt a M. JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBUEG, Hamburg. SAL. OPPENHEIM, JR., & Co., Koeln. BAYERISCHE HYPOTHEKEN UND WECHSEL BANK, MUENCHEN.

Berlin.

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INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHN. Manager.

Hongkong, 4th December, 1907. [24 THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000 1,125,000 PAID-UP RESERVE FUND BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS:

For 12 months ... 4 per cent. ... 3½ per cent. ... 2½ per cent. EVAN ORMISTON, Manager. Hongkong, 27th April, 1909.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 32 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghal BANKING CORPORATION.

J. R. M. SMITH. Chief Manager. Hongkong, 12th January, 1907.

TEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERICAL BANK).

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 2,200,517,37 (£183,376)

> HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA. LONDON BANKERS:

THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN. BRANCHES AND AGENTS all over the

World.

THE BANK transacts every description of Banking and Exchange bus ness, receives money annum on Daily balances and accepts Fixed INTEREST allowed on Current Account Deposits at the following rates:-

12 months 4% per annum. C. WOLDRINGH, Manager, No. 16, Des Voeux Road Central. Hongkong, 3rd November, 1908.

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER),

Capital Subscribed (paid up) Yen 5,000,000 HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES: Tainan Kobe Nagasaki Tameni Foodhow Tokyo Shanghai Keelung

HONGKONG OFFICE: 3. DES VŒUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be lisd on application.

D. TOHDOW, Manager. Hongkong, 11th March, 1909.

ORPORATION. CAPITAL PAID UP Gold 83,250,000 = about Mex. \$7,222,222 Gold 83,250,000 RESERVE FUND = sbout Mex. \$7,222,222 head Office: 60 Wall Street, New York.

LONDON OFFICE: Threadnesdle House, E.C. LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, received money. Current Account at the Rate of 2 per cent, per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 42 per cent. per annum. For 6

No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON. Manager. Hongkong, 8th April, 1908.

TIONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL RESERVE FUNDS:-

STEELING £1,500,000 at 2/---\$15,000,000 SILVER ... \$14,500,000 \$29 500,000

RESERVE LIABILITY OF PROP'TORS \$15,000,000 COURT OF DIRECTORS. Hon. Mr. W. J. GRESSON-Chairman. H. E. Tomkins, Esq.—Deputy Chairman. W. Bandow, Esq. E. Shellim, Esq. J. W. Bandow, Esq. R. Shewan, Esq. E. G. Barrett, Esq. C. S. Gubbay, Esq. H. A. Siebs, Esq. W. Helms, Esq. H. A. W. Slade, Esq.

CHIEP MANAGER! Hongkong-J. R. M. SMITH. MANAGER : Shanghai-H. E. R. HUNTER.

C. R. Lenzmann, Esq.

BANKING COMPANY, LIMITED. Hongkong-Interest Allowed. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months 2½ per cent. per Annum. For 6 months, 32 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

LONDON BANKERS-LONDON AND COUNTY

J. R. M. SMITH. Chief Manager. Hongkong, 2nd June, 1909.

ON SALE. MAIL TABLES

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card ... 30 Cents. On Paper ...

On Sale at the Hongkong Daily Press

FOR 1909.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship "SEGOVIA" Captain Sachs, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery

of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed at consigness' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees

risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which day they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 22nd June, 1909.

AMERICAN AND ORIENTAL LINE NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE,"

FROM NEW YORK. **CONSIGNEES** of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co.,

Limited, Kowloon, whence delivery may be All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst, at 2.30 P.M. No Claims will admitted after the Goods have

left the Godowns, and all goods remaining undelivered after the 30th inst., will be subject All Claims against the Steamer must be presented to the Undersigned on or before the 5th July, or they will not be recognised.

ARNHOLD, KARBERG & Co., Hongkong, 24th June, 1909.

NOTICE TO CONSIGNEES. FROM BOMBAY, COLOMBO AND STRAITS.

No Fire Insurance has been effected.

THE P. & O. S. N. Co.'s Steamer Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon, as the

Goods are landed. This vessel brings on Cargo:—
From London, &c., ex s.s. "Moldavia." From Calcutta, ex s.s. "Pestawar." From Persian Gulf, ex-B. I. S. N. and B. & P. S. N. Co. Steamers. Optional Goods will be landed here unless

instructions are given to the contrary within

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent, No Fire Insurance will be effected by me in any case-whatever. Damaged packages must be left in the Godowns for examination by the Consigner's and the Company's representative at an appointed hour. All Claims must be presented

within ten days of the steamer's arrival here

after which date they cannot be recognised No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent -

NORDDEUTSCHER LLOYD, BREMEN

Hongkong, 23rd June, 1909

IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND," having arrived, Consigness of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous. Godowns of the Hongkong and Kowloon Wharf and

obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd July, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 9.30 A.M.

All Claims must reach us before the 6th

Godown Company, Limited, Kowloon, and West

Point Godowns, whence delivery may be

July, or they will not be recognized. No Fire Insurance will be effected Bills of Lading will be countersigned by the undersigned NORDDEUTSCHER LLOYD, MELCHERS & Co.

General Agents.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY. NOTICE TO CONSIGNEES.

Hongkong, 25th June, 1909.

FROM YOKOHAMA, KOBE AND SHANGHAI. THE Company's Steamship "E FRANZ FERDINAND," having arrived, Consignees of Cargo are hereby

informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before

Noon on the 2nd July, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd July, will be subject to rent. Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents. Hongkong, 25th June, 1909.

" THE QUEEN OF TABLE WATERS.

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY THE KING H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with Wines and Spirits.

MARTIN'S PIOL STEEL PER PILLS Thousands of Ladies siwers keep a box of hisrid's kills in the house, so that on the first sign of any breatherity of the System a timely descine he administered. Those who use their recommend them, hence their enermous sais. All Chemists and Stores sell them throughout the World, or post free 5/-. MARTIN'S APIOL STEEL The relief of Automobile the Control of the

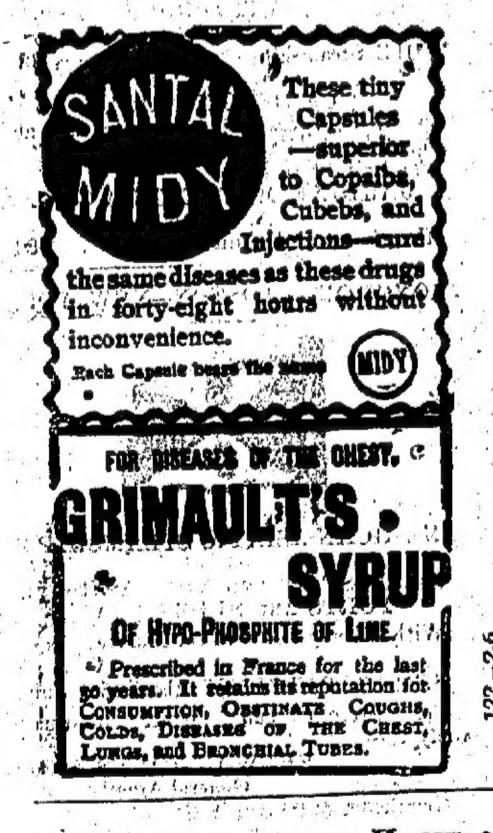
PROMISE FULFILMENT.

what everybody says must be true. Certainly it is generally safe to follow the crowd. Its instinct is usually right, and in the matter of common aliments you may profitably pay beed to the opinion of the majority which in times of sickness puts its faith in the efficacy of Beecham's Pills. Nor has that trust been misplaced. An annual sale of 6,000,000 boxes proves the universality of the belief in the value of

Many preparations, miscailed remedies. claim impossibilities. They could not resignably make good, much that the claimed for them. No exegrerated statements are put forward respecting Beacham's Pills. The steady demand for thum-year after year proves that those who have need of them have found that they wronght those cures that they are amounted to effect. No other medicine Is so generally and uniformly successful ta giving strength to the stomach-correcting the digestive system, and regulating, the fiver, kidneys, and bowels, and the use of Bootham's Pitte will prove to your perject entistaction that they

MAKE GOOD

Sold everywhere in hexac, price \$16.,1/1 & 2/8.



AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

O

THIS VAT WAS STARTED BY THE LATE ROBERT THORNS OF GREENOCH AND HAS BEEN SOLD AS M'S C'HLE 1821

SCOTCH WHISKY

STLE AGENTS IN HONG KONG, CHINA & MANILLA - A. S. WATSON & CO,LTD.

NOTES FROM JAPAN. FROM OUR CORRESPONDENT.

Tokyo, June 16th.

THE FUTURE OF KOREA. The event of greatest political moment that is being talked about is the resignation of Prince Ito of his post of Resident-General in Korea, and the elevation of Viscount Sone, Deputy Resident-General to the high office. The estensible reason for the change is the advancing age of the veteran statesman, but one of the remarkable things about Prince Ito, which the papers love to dwell upon, is his Highness' physical vigour. He cannot, moreover, be called an old man, for much has been done and is still being done in the field of action by men who are many years beyond three score and eight. As President of the Privy Council, the chief advisory body to the Emperor, it may he said that Prince Ito has by no means relinquished control of Japanese policy in Korea—that he remains in fact the sovereign's mouthpiece in all which concerns the government of the peninsula. Viscount Sone is only eight years younger than the elder statesman, but very much younger as a man of affairs. Prince Ito in this respect has had a rich experience, beyond that of any of his contempora. ries. It is interesting to note that Prince Yamagata, who has always been considered the militarist leader, just as Prince Ite is looked upon as the chief advocate of peaceful, noumilitarist measures, resigns from the presidency of the Privy Council and becomes an ordinary member. These two statesmen have always been political rivals, and consequently there would appear to be some significance in the appointment of Prince Ito to presidency of the Council, in place of Prince Yamagata, who is the former's senior three years and in the estimation of his countrymen equally distinguished. When Prince Ito was at Seoul he was not handicapped by orders of the Privy Council, but his successor will not enjoy like freedom. He will be subject to the Privy Council in Tokyo. Prince Ito has accomplished what is called the first stage of the government of the peninsula kingdom, and it is not necessary for him to be

THE TOKYO BAILWAY PROBLEM. The Tokyo Electric Railway Co. has decided to declare a dividend at the rate of 5.4 per cent., after putting aside the usual 500,000 yen to sinking fund against the time when the system has to be handed over to the city gratis. The number of passengers carried in the six months was 84,000,000, the revenue being 3,000,000 yen. The directors declared the largest dividend possible after putting aside the sinking fund, which they are determined shall be increased by five hundred thousand yen every half-year, and laying aside necessary legal and depreciation reserves. Hence, on the present rate of fare, it will be impossible ever to declare a dividend which is considered a fair return in this country, namely, 7 per cent. An increase of one sen in the fare would realise some 800,000 yen every six months, sufficient to pay an additional 4 per cent., and a tresh effort will no doubt be made to obtain this increase. Meanwhile a rather novel question has cropped up. The engagement of the company with the municipality is that the city receive a portion of the profits remaining after a 7 per cent. dividend has been paid. At present, of course,

the city receives nothing and that is a sore point with the city fathers. It is now reported that the authorities are of opinion that the 500,000 set aside every half-year should be bonsidered profit, when the city would have a chance of getting a dividend. Were this 500,000 divided, however, the city's proportion would be very small indeed, for as it takes some 200,000 yen to pay one per cent., the city's share, a third of the excess of seven per cent., would only amount to about 20,000 yea, whereas it was originally estimated the the annual revenue to the city, by the arrangement would be some 300,000 yen. The only remedy seems to be municipalisation or an increase of fare. COMMERCIAL SURPRISE PACKETS.

The shareholder in Japanese companies at the present day is not exactly a fortunate person. He never knows when some new surprise will be sprung upon him, and feels he has no remedy for just grievances. The Tanko Kisen Kaisha or Hokkailo Steamship and Mining Co. is a case in point. Last half-year this company paid 14 per cent, and its shares changed hands at 110. To-day it promises 6 per cent and the ruling price is 48. Last half-year the Tokyo-Yokohama Electric Railway paid 10 per cent. and properly managed it should be one of the most prosperous concerns in the Kingdom. Today it pays 6 per cent. Last half-year the Dai Nippon Sugar Co. paid 15 per cent; to-day most of the people who were directing that concern are in jail. A good many company directors, who are now free, ought to be in jail. There is a sad lack of high principle, training and experience. The public company system is not new, but it is not old. There are hundreds of directors and other responsible men to-day who are quite unfitted for such positions, but are brought into existence by the sudden increase in the number of public companies. The tyres find themselves in the novel position of being guardians of large sums of shareholders' money, and the responsibility is too much for them. Encouraged by a negative system of auditing, principles of sound business, and the common caution they would exercise in using their own money go to the winds. It is not, perhaps, realised that to be a successful director of other people's money requires an exceptional standard of integrity. Education, especially that form of education given in the Japanese Schools, have nothing to do with it. Claptrap about bushido, which was evolved when one part of the nation were slaves and the other an arrogant military caste, is out of place entirely, for bushido has nothing to do with common honesty. Business ability and

integrity can only be acquired by experience and the conviction that honesty and plain-dealing are the first essentials in business. These convictions the average business man in this country does not hold, although he might be an honest upholder of the principles of bushido.

THE "INKYO." A pleasant reminder of old days, when Japan was not bothered by foreign trade and competition, and foreign ideas of honesty, is the old man one constantly meets on the street carrying a baby on his back and contentedly whiling away the day doing nothing but looking after baby, his grandchild. He is an "inkyo," one who has abdicated his portion as head of the family in favour of his son and retired from active life. The latest would-be recruit to this class of the people is Baron Shibusawa, our premier man of commerce, who has announced his intention of retiring from the many companies he is connected with. Such a thing as retiring absolutely is of course impossible for the man of the prominence of Baron Shibusawa, but he can relinquish a great deal without giving up all. He will not, for example, sever his connection with his own creation, the Dai-ichi Ginko, the pioneer of banks, established by him in 1873. For years he had to fight against the opposition of a conservative people, who would not trust this new institution. He has fought all that down, however, and is to-day not only famous among his countrymen, but the proper type of the man of business. His Proudly go down to gather from the sea education, gained in the infancy of Japan's modern growth, could not have been extensive, but he is an example for the products of the schools of to-day. The Baron states that his advancing age, he is seventy, makes it necessary for him to give up much of his work, making way for the younger generation, among whom he believes there are many men of great ability. No doubt the Japanese business world is full of men of energy, enterprise, and ability. But is integrity among these men a pronounced characteristic? The progress of the sugar scandel trials shows the manner of life led by the men who may be fairly taken as a common type of the nation's legislators and men of business. Bribes were easily given and received, no question of right or wrong cropping up, and, from the evidence, these leaders of the people lived in an atmosphere of restaurants, concubinage, and various forms of corruption. The restaurant and singing-girl play an important part in business affairs, and with these you cannot dissociate corruption in all its forms. It would be a good thing if Baron Shibusawa were to become a General Booth among business men of Japan. He has ripe ex-

perience, convictions, and, we hope, many years of life before him. A CURIOUS GAILWAY ACCIDENT. A disastrous railway accident of an uncommon nature took place between Fukushima and Yonezawa, 150 miles north of the capital, few days ago. A compound train consisting of four passenger cars and seventeen goods wagons, heavily laden left tukushima with an engine in front and rear. The district is mountainous, and while negotiating a heavy gradient something went wrong with the rear engine. The forward engine was unable to pull the alone, and coming to a standstill the train began to move backwards. The brakes were applied but without effect; something seems to have been wrong with those also, and the train increasing in speed at every moment, rushed down the incline. Nearing a wayside station the engine and some care were derailed, the shock crushing to splinters many wagons and carriages. Four persons were killed outright, while over twenty were seriously INTERESTING TO STAMP COLLECTORS.

The other day a friend received an advertisement delivered not by post but by a city delivery agency. The article was too large to come through the post, but the agency undertook delivery for the modest sum of three sen, and as some hundreds of the advertisement were delivered in the same district, it is conceivable that the enterprise is profitable. The post office cannot complain of this form of competition. but it will probably have a word to say about the labels which franked the advertisement. These are a very close imitation of the current 3-sen stamp, sufficiently close to deceive the eye, although comparison with the government stamp shows the inferiority of the initation at many points. The name of this interprising delivery agency is the Nippon Bentatsu Kaisha, and its telephone number appears as the cancellation or postmark, suggesting the ordinary date stamp of the post office! The imitation in both cases is remarkably close, and is worthy of the attention of the postal authorities, for the idea will suggest great possibilities for the unscrupulous. Such things have been tried in England; that is, advertising labels simply, not in imitation of stamps, have been stuck on postal missives, but an order of the Postmaster-General was recently issued forbidding the practice, because the labels were confusing to the sorters. While on the subject, it is high time the Japanese Post Office gave attention to the matter of confusion in postage stamps, for the present three and four sen stamps are in practically the same colour and have the same design. The colour of the foursen is fixed according to the regulation of the International Postal Union, but either the design or colour of the three-sen could be altered with advantage.

A MONTH-END IN LONDON. Shanghai to London in fourteen days is the latest announcement in connection with the journey, via Siberia. This is done via Tairen. It is, after all, only as it should be. The time will come when ten days only are required to bridge the distance between Tokyo and London, and then our holiday jaunts will be more frequent, always presuming, of course, that company directors here remain simply directors and not appropriators of our money!

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, termit in the various Governments and Municipalities of Europe; they are redeemand of periodical drawings, either with Cash Premiums varying from £40 to £40,000.

or, at the very least, at their full nominal value. EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20. Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

THE SHEPHERUS.

N ODE OF WELCOME TO THE DELEGATES THE IMPERIAL PRESS CONFERENCE.

Mother of many Nations! take not now Thy shield, thy trident; but put on the Of summer sweetness, and with opening

Love on thy lips and welcome on thy brow. This band of brothers, this good company, These shepherds of the flocks beyond thy

Who serve thee day and night. For these are sons, who watch afar The glory of thy morning star, Who scan the boding signs with steady eyes That move towards them from thy northern

and, minding on the hills each scattered flock. Look ofttimes back across the injurious To catch the striking of the homestead clock

And take assurance from the watchdog's These from their shepherding on distant wolds Bring tidings of the folds.

Bring wisdom out of worlds beyond thy sea And longings learned in lands that laugh they

Welcome, my shepherds of the distant folds! Sit at my board and take your ease and tell All ye have seen; and whether all be well, Most, if the old love holds. For that old kindred love which makes me

Hurdles you from the Wolf, but once undone Lets in upon ye all the hungry pack ; You are most weak, being many, if ye drift; But there's no Envy you shall not beat back If one the watch ye keep and one the arm ye lift.

Therefore your speech shall first and foremost If still Love calls from sea to sea All's Well, If still the young men's heart, who are my

Beats true to me from whom ye all are sprung, Still feels the old deep longings and the ties That make men kindred whatsoe er the skies; Still, with my history flowing in their blood, Bridge the far-sundering seas with brotherhood My sons must wander, for the sea is theirs, Strong must they grow and boldly must they

And get new heritage and serve new heirs, But the rich blood within them must not

The raysteries of kin and birth Must hold ye one against the earth; Let each be free, let each pursue his goal. But one the racial fire, no, no apostasy of soul Then the while ye eat and drink, Tell me straightly what ye think,

Like children at the mother's board, who Clean from the heart, nor tremble Lest they pain her, nor dissemble: But, since the truth will strengthen what

And keep the mother's house from evil days, And since good counsel is the soul of praise, Utter the thing they think before they go

Then a little while rejoice Ere ye turn to toil and stress, In this isle where Shakespeare's voice . Hallowed every leveliness. Take your pleasure, care at rest, On this green-apparel'd breast. Where your fathers learned my name, Whence your mothers beauty came, Where the ivied churches stand That joined them holy hand to hand. Here did Cromwell raise the sword, And here did milton take the pen That made the faithful scribe a lord Over vassal-hearted men, (Ye who follow him, whose word

Runs beyond the city gate, See that what ye write accord With the soul that made me great.) Fere my poets, names in story, Sang the sucred song of glory, Made the speech ye use today In young Englands far away; Listen! all my woodlands ring With the song that they did sing, Every greenhill, vale, and stream Keeps the song and holds the dream : Wheresee'er your eyes shall turn Some great name shall make you burn, Some great memory shall rise With a son's tears to your eyes.

Here where Liberty and Law Triumphed over tyrant wrongs. I ere did Coleridge walk with awe Here, and sing his stately songs Here did Wordsworth see that light Never yet on sea or land And Shelley take his harp and smite Wild music wonderful and grand. (Ye who follow these, whose word Bears the ancient light along, See that what ye write accord With the soul that made me strong.) Here, where all is old and young, ere, whence all of ye are sprung, Take your ease a little space, With my sunshine in your face,

O welcome: See how glad I am ye come-The durling buds of May break into bloom, Lilacs and roses all sflow with humming, Banner the earth with joy to greet your coming. While scent of hawthorns shining through the

With my history in your eyes,

With my memories and my ties,

Binding all from shore to shore,

In your hearts for evermore.

Goes out across the fields to give you Hail, And o'er the pasture, o'er the tillage, high, The lark floods Welcome thro' the summer sky Severn and Avon, Mersey, Wharfe, and Clyde Shout Welcome; and Old Thames; whose littered tide

Calls those grim ships that bear afar The trophied strength of Trafalgar, Where the great Abbey holds all pride, all Utter his Ave. and abides the Morrow.

HAROLD BEGBIE.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA SOUTH AMERICAN LINE. NOTICE TO CONSIGNEES.

S.S. "MANSHU MARU."

THE above-named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and that all goods are being landed at their risk into the Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the goods have left the godown and all goods remaining undelivered after the 1st July will be subject

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 28th inst., at 10 A M. No Fire Insurance whatever will be effected. K. MATSDA, Manager, York Building.

Hongkong, 25th June, 1909. "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

B.S. "SIKH," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 25th July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., LTD.,

Hongkong, 25th June, 1909.



BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK,"

A.1, A.B.C., and Engineering Code User NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide DOCK No. 1. Extreme Length ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide DOCK No. 2. Extreme Length ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide PATENT SLIP.

Suitable for vessels up to 1,000. THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and WORK.

always kept on hand. The COMPANY has the powerful steamer. "OURA-MARU" (712 tons, 700 I.H.P.)

specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceeding the departure of the English Mails : also Table of the Yearly Approximate Averages for 34 years

FROM 1874 to 1907. Price 32 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

SHIPPING IN PORT.

ANHUI, British str., 1,350, J. Meathrel, 9th June-Shanghai 6th June, General-Butterfield & Swire.

ARRATOON APCAR, British str., 2,931, A. Stewart, 21st June-Moji 16th June, Coal and General-David Sassoon & Co. BENMOHR, British str., 1,935, J. Henderson, 20th June-Moji 14th June, Coal-Gibb,

Livingston & Co. BUJUN MABU, Japaneso str. 1,818, Y. Fuseno, 27th June-Shanghai 20th June, General -Osaka Shosen Kaisha.

CLARA JEBSEN, Ger. str., 1,103, J. Bendiren, 19th June-Wakamatsu 13th June, Coal-Jebsen & Co. CAMBYSES, British str., 2,053, Bainbridge, 19th June-New York 24th April and Sabang

6th June, Kerosine-Standard Oil Co. CHANGCHOW, British str., 1,202, A. Partridge, 24th June-Chinwangtao 18th June, Coal -Butterfield & wire.

CHIHLI, British str., 1,143, Warrack, 26th June - Hoilo 15th and Cebu 21st June, Sugar-Butterfield & Swire.

DAIJIN MARU, Jap. str., 1,876, F. Kaburaki, 27th June-Swatow 26th June, General-Osaka Shosen Kaisha. DERWENT, British str., 1,562, J. Jenkins, 22nd

June-Saigon 18th June, Rice-Man DEVAWONGSE, Ger. str., 1,057. Fr. Rehwaldt,

15th June-Bangkok 6th June, General-Butterfield & Swire. DRUFAR, Norwegian str., 1,102, J. Bing, 21st.

June-Swatow 20th June-Hamburg-Amerika Linie. EASTERN, British str., 3,586, W. G. McArthur, 27th June-Australian Ports, Melbourne 25th May and Sydney 5th June, General-

Gibb, Livingston & Co. E. F. FERDINAND, Austrian str., 3,843, E. Nitsche, 25th June-Kobe and Shanghai 25th June, General-Sander, Wielder &

EMPRESS OF CHINA, British str., 3,046, W. Dawson, R.N.R., 24th June -Vancouver 3rd June, General-C. P. R. Co. FOOSHING, British str., 1,423, T. Lishman, 25th June - Ta-Ching-Ho 18th June, Salt -

Jardine, Matheson & Co. FREYA, Norwegian str., 710, C. S. Christensen, 25th June-Bangkok 18th June, Rice-

FRITHJOF, Norwegian str., 892 O. Andersen, 20th June-Wuhn 15th June, Rice-Asgaard Thoresen & Co.

FRI, Norwegian str., 860, C. Wagle, 24th June -Haiphong 17th and Hoihow 22nd June. General—A. Thoresen & Co.

GERMANIA. German str., 1,000, H. Flugel, 17th June-Sydney 27th April, Copra-Siemssen & Co. GLENOGLE, British str., 2,399, W. H. Padder,

19th June - Amoy 18th June, General-HAILAN, French str., 377, O. A. Hoeg, 27th June-Hoihow 25th June, General-A. R.

HAIYANG, British str., 1,362, A. E. Hodgins, 27th June-Fooehow, Amoy and Swatow 26th June, General-Douglas, Lapraik &

HANGCHOW, British str., 999, Mawley, 17th June-Chinkiang 11th June, General-Butterfield & Swire. HINBANG, British str., 1.536, Smith, 26th Jane -Moji 20th June, Coal-Jardine, Matheson

HOFSANG, British str., 1,359, Jas. M. Hay, 22nd June-Java 14th June, Sugar-Jardine,

Matheson & Co. HUICHOW, British str., 1.217, E. Forsyth: 25th June-Swatow 24th June, General-Butterfield & Swire. ICHANO, British str., 1,228, Tuebben, 25th June

-Chefoo, General Butterfield & Swire. rsukushima Maru, Japanese str., 3,882. S. Katori, 24th June-Moji 17th June. Coal -Dodwell & Co. Karruku Mahu, Japanece str., 1,903, Suda,

22nd June-Moji 17th June, Coal-Mitsu Bishi Goshi Kaisha. Konsichang, German str., 1.292, C. Rosiefsky, -23rd June-Bangkok 15th June, Rice-

Butterfield & Bwire. Konang St. French str., 4,983, Imbert, 27th June-Singapore 21st June, General-Messageries Maritimes. KOREA, American str., 5,651, S. Sandberg, 21st

June-San Francisco via Ports 21st May. Mails and General-P. M. S. B. Co. KWANGTAH, Chinese str., 1,536, W. H. Lunt,

25th June-Shanghai 22nd June, General _C. M. S. N. Co. LAERTES, British str., 1,340, Frampton, 22nd June-Saigon 18th June, Rice-Wo Ent.

LIGHTNING. British str., 1,625. A. E. Gentles, 22nd June-Singapore 16th June, General -David Sassoon & Co. MACHEW, German str., 996, K. Zöllner, 26th June-Bangkok and Swatow 25th

June, Rice-Futterfield & wire. MANSHU MARU, Japanese str., 3,254, T. Chiba, 25th June Moji 19th June, Coal-Toyo Kasen Kaisha. MARIE KING, Russian str., 2,474, E. Stringer,

25th June-Chinwangtao 18th June, Coal -C. M. & Eng. Co. NEUMANTIA. German str., 4.384. Fledtman. 14th June-Moji 8th June, Coal-Ham-

burg-Amerika Linie. NIPPON. Swedish str., 4,016, C. A. Paulson, 23rd June-Yokohama, Kobe and Moji 18th June, General-Melchers & Co. OCEANO, British etr., 3,050, F. W. Davies,

27th June-Manila 24th June, General-Dodwell & Co. ORESTES, British str., 2,992, R. D. Owen, 26th June-Singapore 21st June, General-Butterfield & Swire.

QUINTA, German str., 987, T. Frahm. 26th June - Wakamatsu 20th June, Coal-Siemssen & Co. RAJABURI, German str., 1,189, H. Bremer, 25th

June-Bangkok 18th June, Rice-Melchers SAMSEN, German str., 998, Pedersen, 22nd June Bangkok 12th June, Bice Butter-

field & Swire. SILVIA, German str., 3,575, Porzelius, 26th June-Foochow 24th June, Tea & General -Hamburg Amerika Linie. A LARGE STOCK of MATERIALS is Spin, Norwegian str., 870, W. Horn, 24th

Theresen & Co. SUNGKIANG, Britishstr., 987, G. H. Pennefather, 26th June-Toilo 22nd June, General-Butterfield & Swire.

TACOMA MARU, Japanese steamer, 3,830, H. Yamamato, 18th June-Kobe 10th and Moji 14th June, Matches and General .-Osaka Shosen Kaisla. TAIWAN, British str., 1,042, Everett, 22nd June

-Chefoo 17th June, General-Wing Shing & Co. TAMING, British str., 1,343, Sommerville, 25th June - Manila 22nd June, General -

Butterfield & Swire. Tango Maru, Japanese str., 4,627, S. Ishikawa, 22nd June-Scattle and Shanghai 19th. June, General Nippon Yusen Kaisha. TJIPANAS. Dutch str., 2,444, A. Pander 26th June-Swatow 25th June, General-Java-

China-Japan Liju.

SHIPPING.

ARRIVALS.

CARL DIEDERICHSEN, German str., 774. T.

Kayser, 28th June—Haiphong and Heihow
27th June, General—Jebsen & Co.

CHINHUA, British str., 1,248, A. Harris, 28th

June—Shanghai 24th June, General—

Butterfield & Swire.

June - Shanghai and Swatow 27th June, General - Jardine, Matheson & Co. HILARY, German str., 2,052, R. Hostie, 27th

HILARY, German str., 2,052, R. Hastje, 27th June—Swatow 26th June, Ballast— Sander, Wieler & Co. HIRANO MARU, Japanese str. 5,282, H. Fraser.

HIRANO MARU, Japanese str. 5,282, H. Frasor, 28th June—Yokohama and Shanghai 25th June, General—Nippon Yusen Kaisha.

KJELD. Norwegian str., 910, T. Hellest, 28th June—Newchwang 19th and Dalny 21st June, Beans and Beans oil Augustd, Thoroson & Co.

MENELAUS, British str., 3,006, J. Williamson, 27th June—Japan and Shanghai 24th June, General—Butterfield & Swire. Phranana, German str., 1,121, Fr. von Mongelsdorff, 28th June—Hollow 27th June, Rice—Butterfield & Swire.

TJILATJAP, Dutch str., 6,990, Emmerick, 28th June—Amoy 26th June, General and Coal—Java-China-Japan Lijn.
YUENSANG, British str., 1,128, P. H. Rolfe.
28th June—Manila 25th June, General—

Jardine, Matheson & Co.

ZAFIRO, British str., 1,625, Rodger, 28th June

—Manila 26th June, General—Shewan,
Tomes & Co.

CLEARANCES.

AT THE HABBOUR MASTER'S OFFICE.

28th June.

Benmohr, British str., for Bangkok.

Clara Jebsen. German str., for Haiphong.

Chihli, British str., for Shanghai.

Chinhua, British str., for Canton.

Fri., Norwegian str., for Haiphong.

Glenogle, British str., for Amoy.

Orestes, British str., for Nagusaki.

DEPARTURES.

28th June.

KWANGLEE, Chinese str., for Shanghai.

KWANGSE, British str., for Shanghai.

PROMETHEUS, British str., for Shanghai.

YATSHING, British str., for Canton.

SHIPPING REPORTS.

The British str. Yuensang reports: Moderate to strong S.W. monsoon.

The British str. Zafiro reports: Moderate to fresh S.W. wind and fine clear weather throughout.

The British str. Chinhua reports: First day.

The British str. Chinhua reports: First day heavy rain equall, variable winds, then fresh S.W. monsoon throughout.

VESSELS IN DOCK.
June 28th.

ABBRDEEN DOCK .- KOWLOON DOCK .- Honam, Argus, Tange Maru, Hilary.
COSMOPOLITAN DOCK .-

TAIROO DOCK-Maple Leaf, Anhui.

YESSELS PASSED ANJER.

June 4, British str. Clan Macnab, Redway, from Port Natal for Batavia.

June 4, British str. Islander, Deans, June 3, from Christmas Island for Singapore.

June 4, British str. Queen Helena, Green, March 30, from New York for Anjer f.o. o.f. Karangantoe.

June 4, British str. Heliopolis, from China for Durban.

June 4, British str. Commodore, from Liverpeol for Saigon.

June 10, British str. Pashr, White, from

Calcutta for Batavia.

June 10, Dutch str. Sindere, Bagchus, June 10, from Batavia for Rotterdam.

June 11, Dutch str. Wilis, v. d. Putte, May 8, from Botterdam for Batavia.

June 12, British str. Clan Macdongall, from

Table Bay for Batavia.

June 12, Dutch str. Rhipeus, Potjer, June 12, from Batavia for Amsterdam.

June 13, German str. Peo Pao, Birch, June 12, from Singapore for Anjer proceed to Bali.

June 13, British str. Islander, Deans. June 12, from Singapore for Christmas Island.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR,"
Captain A. Stewart, will be despatched for
the above Ports TO-DAY, the 29th inst.,
at 3 P M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.,
Agents.
Hongkong, 25th June, 1909. [875]

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMA-RANG, SOERABAIA AND MACASSAR,
Taking Cargo to all Ports in Netherlands India on through Bill of Lading.

"TJIPANAS,"
Captain A. Pander, will be despatched for the above Ports on or about SATURDAY, 3rd July.

For information as to Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Building, 1st Floor.
Hongkong, 28th June, 1909. [902]

Head Agent of the

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON AND ANTWERP.

THE Steamship

THE Steamship

"SEGURA,"
Captain Hayes, will be despatched as above on or about the 20th July.
The attention of passengers is drawn to the

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and Electric Fans in Staterooms. Doctor and stewardess are carried. Fare to London £35.

For Freight, or Passage, apply to—
JARDINE, MATHESON & Co., LD.,
Agents.
Hongkong, 24th June, 1909. [885]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessela, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kewloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section.

SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier, 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

. 4	Destination	TESSEL'S NAMES	VLAG & RIG	BESTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
.0	NDON & ANTWERP VIA SINGAPORE &c	NAMUR	Brit. str		H. W. Kenrick, B.N.B.	P. & O. B. N. Co.	About lat July.
	NDON &C., VIA UBUAL PORTS OF CALL	ASSAYE	Brit, str	••••	Owen Jones, E.N.E	P. & O. S. N. Co.	On 10th July, at Noon
O	NDON. & ANTWERP	SEGUBA		,—		JARDINE MATHESON & CO., LD.	About 20th July.
0	TTERDAM & HAMBURG, VIA STRAITS, &c.	ISTRIA	Ger. str	k. w.		HAMBURG-AMERIKA LINIE	On 20th July.
N	TWERP ROTTERDAM & HAMBURG, &c	BITHONIA	Ger, str.	k. w.	To some	HAMBURG-AMERIKA LINIE	On 1st July. On 22nd July.
A	VRE & HAMBURG VI STRAITS, &c	BRASILIA	Ger. str Swed. str	k. w.		HAMBURG-AMERIKA LINIE	Middle of July.
Ą	VRE, COPENHAGEN & ST. PETERSBURG	SCANDIA	Ger. str	k, w.	v Dohren	HAMBURG-AMPRIKA LINIE	On 2nd July.
	RESERVED & HAMBURG, &C	TOURANE	Fr. str.	-		MESSAGERIES MARITIMES	On 6th July, at 1 P.M
	ASBILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str	-		NIPPON YUSUN KAISHA	On 7th July, at D'lig
ì	RSEILLES, LONDON & ANTWERP	CARDIGANSHIEE	stret, sur.	-		JABDINE, MATHESON & Co. LD.	About 12th July.
A	BESTILLES, LONDON & ANTWESP VIA SINGAPORE, &c.	KAWACHI MARU	Jap, etr	-	H. Petersen	NIPPON YUSER KAISHA	On 21st July, at D'li
Ė	NOA. MARSEILLES, LONDON, & ANTWERP, &C.	HIRANO MARU	Jap. str			NIPPON YUSEN KAISHA	About 30th inst.
١	LLAO, IQUIQUE, &c., VIA JAPAN POBTS. &c	MANSHU MARU	Jap. str	, president		Toyo Kisan Kaisha	On 1st July, at 5 P.I On 1st July, at 10 A
	PLES, GENOA, ALGIEBS, GIBRALTAB, &C	P.R. LUITPOLD	Ger. str			MELCHERS & Co.	To-day, at Noon.
	IESTE, &c. VIA SINGAPORE, &c.	E. F. FERDINAND BT. PATRICK	Aus. str Brit. str			DODWELL & Co., LTD.	About 18th Jule:
	STON & NEW YORK VIA PORTS & SUEZ CANAL NCOUVER VIA SHANGHAI JAPAN, &c	EMPRESS OF CHINA	Brit. ser	2 m.		CANADIAN PACIFIC R. Co	On 3rd July, at 6 P
	NCOUVER VIA SHANGHAI J PAN, &c	MONTEAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co	On 14th July, at N
ì	COMA TIL WHITTHE STANDERS JAPAN &C	TACOMA MABU	Jap. str	,-	Yamamoto	OBAKA SHOBEN KATSHA	On 3rd July.
	CTORIA. B.C., & TACOMA VIA JAPAN	OCEANO	Brit. ser	-	F. W. Davis	DODWELL & Co, LTD	On lat July.
	CTORIA, B.C. & SEATTLE VIA KEELUNG, &C.	TANGO MABU	39h mm. **			NIPPON YUSHN KAISHA	On 6th July, at 4 P.
	CTORIA, B.C. &SEATTLE VIA KEELUNG, &C.	AKI MARU	Jap. str			NIPPON YUSHN KAISHA	On 20th July, at 4 F On 16th July, at 10
	STRALIAN PORTS VIA MANILA	Prinz Sigismund	1 -			MELCHERS & Co.	On 9th July, at Noon
	STRALIAN PORTS VIA MANILA	RUMANO MARU	Brit. etr	lm,		NIPPON YUSEN KAISHA	On 19th July, at 4 1
	STRALIAN PORTS VIA MANILA	TAITUAN	Jap. str			NIPPON YUSEN KAISSA	On 6th Aug., at No
	ISTRALIAN PORTS VIA MANILA		Brit. str.			JARDINE, MATHESON & Co., LD	On 11th July, at D'I
	DI A VOTONANA	750	Jap. etr			NIPPON YUSUN KAISHA	On 9th July, at 5 P
۰	BE & YOKOHAMA	TTananana	Brit, str			JAEDINE, MATHESON & Co., LD.	On 7th July, at 8 P
	GASAKI, KOBE & YOKOHAMA	YAWATA MABU	Jap. str			NIPPON YUSEN KAISHA	On 7th July, at Noc
	GASAKI, MOJI, KOBE & YOKOHAMA	ATSUTA MABU	Jap. str	(<u> </u>		NIPPON YUSER KAISHA	On 30th July, at 5
	ETHAIWEL CHEFOO & TIENTSIN	HUICHOW	Brit. str			BUTTERFIELD & SWIRE	On lat July, at 4 P.
	ANGHAL YOKOHAMA & KOBE	BIAM	4.1		23 0 123 101 100 011 011	MELCHERA & Co	Middle of June.
1	ANGHAT & KOBE	TOTOMI MARU	Jap. str	1		NIPPON YUSEN KAISHA	On lat July, P.M. On lat July, at 4 P.
	ANGHAI	Transcon	Ger. str	l m.	Rud Movee	MELCHERS & Co.	About 30th inst.
	ANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLRIST				HAMBURG-AMBRIKA LINIE	On 2nd July.
	ANGHAI, YOKUHAMA & KOBE ANGHAI, MOJI, KOBE & YOKOHAMA		Brit. str			P. & O. B. N. Co.	About 1st July.
			Brit. etr.			JABDINE, MATHESON, & Co., LD.	On 2nd July, at No
	ANGHAI. YOKOHAMA. KOBE & MOJI	NAMBANG	Brit. str			JARDINE, MATHESON & Co., LD.	On 3rd July, at No
	ANGHAI	FOOSEING	Brit. str			JARDINE, MATHESON & Co., LD.	On 4th July, at D'i
	ANGHAT	LINAN sei serese	Arit. str	- 1 -		BUTTERFIELD & SWIBE	On 4th July, at D'li
	ANGHAI, KOBE & YOKOHAMA	CALEDONIEN	Fren.str	1		MESSAGERIES MARITIMES	On 5th July, P.M.
	ANGHAI	YATSHING		4 -		JARDINE, MATHESON & CO., LD.	On 6th July, at No On 8th July, at 4 P.
	ANGHAI	TINGCHOW	Brit. str	I m.	R W H Rnow	P & O. S. N. Co.	About 8th July.
	ANGHAI	CHRNAN	The day of		20. 44 . 221 104044 30404411	1 6	On 11th July, at D
	ANGHAI. YOKOHAMA & KOBE	ANDALUSIA		1	***************************************		On 13th July.
	IANGHAI		Dut. str	,	Bouman		Quick despatch:
	MSUI TIA BWATOW, & AMOY	DAIJIN MARU			Y. Kaburaki	OBAKA SHOBEN KAISHA	To-day, at Noon.
	VATOW. AMOY & FUOCHOW	HAITANG	Brit. str	2 h	Hodgins	DOUGLAS LAPBAIR & Co	To-day, at 2 P.M.
	VATOW IN ALL AND AND AND AND AND AND AND AND	HAIMUM	Brit. str		J. W. Evans	DOUGLAS LAPRAIR & Co	To-merrow, at 2 P.
	VATOW, AMOY, FOOCHOW & SHANGHAI	BUJUN MARU	dap, str		Y. Fuseno	OBAKA SHOSEN KAISHA	On 1st July, at 10
	VATOW. AMOY & FOOCHOW	HAICHING		44	W. C. Passmore		On 2nd July, at 2 r On 4th July, at D'1
	HOW & HAIPHONG	SINGAN	Brit, str		A. Somerville		To-day, at 3 P.M.
	ANILA the see the ter one see the ter	TAMING	1 mg 4 h			JARDINE, MATHESON & Co., L.D.	On 2nd July, at 4 P
	ANILA	ZAFIRO	Brit. str.		R. Rodger		On 3rd July, at No
	NILA			1 1		BUTTERFIELD & SWIRE	On 6th July, at 8 P
	ANILA		Brit. str		S. J. Payne		On 9th July, at 4 P
	NILA	Run	Brit. str	10 mg 3	R. W. Almond	BHEWAN, TOMES & Co	On 10th July, at 1
	OILO.	SUNGRIANG	Brit. str	4		BUTTERFIELD & SWIRE	To-morrow, at 4 P.1
	BU & ILOILO	ICHANG	A Part on an arrange		100 100 100 100 100 10		On 1st July, at No
	IDAT & SANDAKAN	BORNEO			F. Sembill		Beginning of July
	MBAY VIA SINGAPORE & PENANG	TAKABAKI MARU	Jap. etz	4 /	A. Mocker		To-day, at 3 P.M.
	NGAPORE. PENANG & CALCUTTA	ABRATOON APCAR	Brit. str.		A B Gantles	DAVID SASSON & Co., LTD DAVID SASSOON & Co., LTD	On 3rd July, at No
	NGAPORE. PENANG & CALCUTTA	FOORBANG	Brit. str.			JAEDINE, MATHESON & Co., LD.	On 6th July, at 8 P.
ٔ	NGAPORE, PENANG & CALCUTTA	Contract of the second	A	1	J. Robinson	BUTTERFIELD & SWIRE	On 1st July, at 4 P.
	TAVIA, SAMABANG & SOURABAYA TAVIA, CHERIBON, BAMABANG, &c	Mineral Service	Dut. str		Pand-r	JAVA-CHINA-JAPAN LIJN	About 3rd July.
					***	The state of the s	

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

STEAMERS

TO SAIL.

About Wed'day, "KLEIST" BHANGHAI, NAGASAKI, KOBE) 30th June. Capt. Rud. MEYER & YOKOHAMA ... NAPLES, GENOA, ALGIERS, "PRINZ REGENT LUITPOLD" (Thursday, 1st GIBRALTAR, SOUTHAMPTON, July, at 10 A.M. Capt. H. KIRCHNER ANTWERP & BREMEN Beginning of "BORNEO" KUDAT & SANDAKAN Capt. F. SEMBILL MANILA, YAP, NEWGUINEA, "PRINZ SIGISMUND" Friday, 16th BRISBANE, SYDNEY and July, at 10 A.M. Capt. D. Lenz MELBOURNE ... For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 29th June, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C.. SEATTLE & TACOMA

VIA

MOJI. KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davis	On 1st July.
* KUMERIC	6,232 4,363	J. Mathee J. Boyd	On 29th July. On 26th August. On 23rd ceptember

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GFNERAL AGENTS.
Hougkong, 18th June, 1909.
Queen's Buildings. 8

MESSAGERIES MARITIMES

SHANGHAI.

MM

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUE Z CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

STEAMERS TOBAIL. "CALEDONIEN" SHANGHAI, KOBE & On 5th July, P.M. Capt. Bruno YOKOHAMA "TOURANE" On 6th July, MARSEILLES VIA PORTS Capt. Lancelin 1 P.M. "ERNEST SIMONS" SHANGHAI, KOBE On 19th July, P.M. Capt. Girard YOKOHAMA ... On 20th July, "ARMAND BEHIC" MARSEILLES, VIA PORTS Capt. Lafont I P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

Hongkong, 23rd June, 1909.

P. DE CHAMPMORIN, AGENT, Queen's Building.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Hetween Chins, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Ses of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of

Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.

"EMPRESS OF CHINA" SAT., 3rd July.

"MONTEAGLE" Wed'day, 14th July.

"EMPRESS OF INDIA" SAT., 24th July.

"EMPRESS OF JAPAN" SAT., 14th Aug.

"EMPRESS OF BRITAIN" Fal., 10th Sept.

"EMPRESS OF CHINA" SAT., 4th Sept. "ALLAN LINER" Friday, 1st Oct.

"Empresa" Steamships leave HONGKONG at 6 P.M.
"Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Prays, opposite Blake Pier.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZILS
to RED SEA, BLACK SEA, LEVANT, VENICE
and ADRIATIC PORTS).

"E. FRANZ FERDINAND,"
Captain E. Nitsche, will be despatched as above
TO-DAY, 29th inst., at Noon.
This Steamer has splendid accommodation for
passengers, electric light and carries a doctor
and stewardess.

THE Company's Steamship

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Princes' Buildings.

Hengkong 28th June, 1909. [3

FOR SINGAPORE PENANG AND

CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"
Captain A. E. Gentles, will be despatched for
the above ports on SATURDAY, the 3rd July,
at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LD. Agents.

Hongkong, 26th June, 1909. [879]

THE PENINSULAR AND ORIENTAL. STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON,

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULP, CONTINUNTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

Captain O. Jones, B.N.B., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACEDONIA," 10,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Bilk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt" due in London on the 22nd August, 1909.

Parcels will be received at this Office until

in London on the 22nd August, 1909.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 28th June, 1909.

"SHIBE" LINE OF STEAMERS, LTD: FOR MARSEILLES, LONDON AND

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

CARDIGANSHIRE,"
Capt. W. O. Tyers, will be despatched as above on or about the 12th July.
For Freight apply to
JARDINE, MATHESON, & Co., LTD.,
Agents.
Hongkong, 24th June, 1909. [884]

HONGKONG-BOSTON-NEW YORK.



FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

8.8. "ST. PATRICK" About 13th July.

For Freight and further information apply to—

SHEWAN TOMES & Co.,

General Agents.
Fongkong, 3rd June, 1909. [855]

NATAL LINE OF STEAMERS.

in China and Japan for the above Line are prepared to issue THROUGH BILLS:
OF LADING for all the principal ports in South Africa, in connection with Indo-China Steam Navigation Co.'s fortnightly service hence to Calcutta. Sailings from Calcutta for Cape Ports every fortnight.

For Freight and further particulars,

apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日歷英中年十五

From 1st January, 1864 to 31st December 1913, being from the 1st Year of the 76th Cycle to the 50th Year of the

76TH CYOLE.

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The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

ORIENTAL PENINSULAR &

STEAM NAVIGATION COMPANY.

POR STNAMERS TO SAIL	RUMARKO
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO PORT SAID and MAESEILLES NAMUE Capt. H. W. Kenrick, B.N.R. July	Freight and Passage.
SHANGHAI, MOJI, KOBE SARDINIA About 1st and YOKOHAMA Capt. C.C. Talbot, E.N.E About 1st	Freight and Passage.
SHANGHAI DELTA	Freight and Passage.
Noon 10th 7	See Special
Capt. O. Jones, R.N.E. July For further Particulars, apply to	

E. A. HEWETT, Superintendent.

Hongkong, 29th June, 1909.

VIGATION CO., LD.

HOD	STEAMERS	TO DATE	_
MANILA	"TAMING"	On 29th June, 3 P.M.	
WENTER OF PROPERTY OF STREET	"SUNGKIANG"	On 30th June, 4 P.M.	
TLOILO.		On 1st July, Noon.	
CEBU and ILOILO	"TORANG" interest in the	On 1nd Tules Amas	
TATAVIA. SAMARANG and Sourabay	A"BHANTUNG	On 1st July, 4 P.M.	
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW "	On 1st July, 4 P.M.	
BRANGHAI	"ANHUL"	On 1st July, 4 P.M.	
HOIHOW and HAIPHONG		On 4th July, D'light	
HOLHOW and HALFROMS	"TINAN"	On 4th July, D'light	
BHANGHAI	ALCOHOL AND A STATE OF THE PARTY OF THE PART	On 6th July, 3 P.M.	
MANILA	TELEBRAT .: PROBLEM CONTRACTOR		J
BHANGHAI	" IINGUMOW "	On 8th July, 4 P.M.	
SHANGHAI	"CHENAN"	On 11th July, D'light	
MANILA, ZAMBOANGA,			
THURSDAY ISLAND, COOK-			
THURSDAY TORKE, TOWNS			
TOWN, CAIRNS, TOWNS.	"TAIYUAN"	On 19th July, 4 P.M.	
VILLE, BRISBANE, SYDNEY,	TALL DAN	OH Their own a read	
with Transhipment for TASMANIA,	4		
		The state of the s	

FREMANTLE and PERTH DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL." AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-

rooms and Dining Saloon. SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Salcon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghal, avoiding the inconvenience of transhipment at Woosung.
FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to -Hongkong, 29th June, 1909

TELEPHONE 36.

NEW ZEALAND, ADELAIDE,

BUTTERFIELD & SWIRE, AGENTS.

STEAMSHIP DOUGLAS LIMITED.

HONGKONG BOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON * THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS

STEAMERS	FOR	HENTING.
"HAIYANG"	SWATOW, AMOY &	TUESDAY, 29th June,
Capt. A. E. Rodgins "HAIMUN" Capt. Evers "HAICHING" Capt. W. C. Passmore	SWATOW, AMOY & FOOCHOW.	WED'DAY, 30th June, at 2 P.M. FRIDAY, 2nd July, at 2 P.M.
FOR THE CONV	ENIENCE OF PASSEN	GERS, STEAMERS WILL
ARRIVE AT, AND DEP	ARC FROM, THE CON	IPANY'S WHARF (NEAR
BLAKE PIER).		
199 The Problem of The same of	name les d'A	

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 29th June, 1909.

INDO-CHINA S. NAV. CO., LD.

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
PROJECTED SAILINGS FROM HONGKONG	(SUBJECT TO ALTERATION.)
ATEA	MERS TO DAIL.
"HANG	SANG " Friday, 2nd July, Noon
MANILA "YUEN	RANG" Friday, 2nd July, 4 P.M.
* SHANGHAI	TING " Sunday 4th July D'light
SHANGHAL	ANG" Saturday, 3rd July, Noon.
SH'HAI. YOKOHAMA, KOBE & MOJI "NAMS	HING" Tuesday, 5th July, Noon.
T SHANGHAI "YATSI	
	ANTE LUCSUBY OUR OUTS
KOBE & YOKOHAMA "HINSA	the state of the s
A THE A REPORT A	CANADA ELIOPA, SOR SOLLY A L'OR
MOJI	DATED "" DUMANT WARE CHANGE TO THE
RETURN TOURS TO	O JAPAN.

OCCUPYING 24 DAYS. "The Steamers" Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwarg

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 29th June, 1909.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

	Q		the state of the state of	
STRAMBHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 3rd-July, Noon.
RUBI	2540	R. W. Almond.	Manila	On 10th July, Noon,

For Freight or Passage apply to

SHEWAN, TOMES & Co.,

GENERAL MANAGERS.

KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONE.	SAILING DATES.
DESTRUCTION	COTNOO MARII		WED'DAY, 7th July, "
MARSEILLES, LONDON and	Gant A Christiansan	6500	
ANTWERP, via SINGA.	A TANK ACITY MARIE		WED'DAY, 21st July,
DADE DENANG	IKAWACHI MAHO .	* KRAD	at Daylight
' COTOMOO AAA DIRKI'RALI	I CEDIALLI LOVOLOVIA	0000	TUESDAY, 6th July,
VICTORIA. B.C. and	1 8 TANGO MANO	0000	t of A nar
SEATTLE, VIA KEELUNG	Cahe of Tantaman	8000	3 at 4 P.M.
		14	S CONTECT A W COAL Tele
TOTAL SHIMING	O WELL BETTER		TUESDAY, 20th July,
	1 LIGHT ARE NOTED		5 at 4 P.M.
SYDNEY and MELBOURNE	KUMANO MARU		FRIDAY, 9th July,
via MANILA, THURSDAY	Capt. N. Mathieson,	6000	st Noon.
THE MANIES, THOUSENESS IN			FRIDAY, 6th Aug.,
ISLAND, TOWNSVILLE	Capt. T. Sekine,	5000	at Noon.
BOMBAY via SINGAPORE	TAKASAKI MARU		TUESDAY, 29th
ROWRY AR STURBLOND	Capt Mocker,	- 5000	June.
and COLOMBO	TOT AI MARU	i	THURSDAY, 1st
SHANGHAI and KOBE	Capt. R. Smit 1,	4000	July, P.M
	YAWATA MARU		WED'DAY, 7th
NAGASAKI, KOBE and	I I AWAIA MISTO	5000	
YOKOHAMA	Capt. I. Sekino.	2000	FRIDAY, 9th July,
KOBE and YOKOHAMA	LAMBA MAMO	6500	at 5 P.M.
KORE and LOROTIVING	Capt. C. H. Butler,	1200	FRIDAY, 30th July,
NAGAGAKI, MOJI, KOBI	E ATSUTA MARU	0000	
and VOKOHAMA	" Cube itm ricomboon	>000	f at 5 P.M.
8 Fitted with New System	of Wireless Telegraphy.		1 Cargo only.
B Librar Mart rian Statem		-	

EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID. THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED

FROM HONGKONG AS FOLLOWS: HIRANO MARU - (Capt. H. FRASER) . . About Wed. 30th June - (Capt. F. L. SOMMER) - About Wed. 28th July. KAMO MARU - -MISHIMA MARU - (Capt. A. E. Moses)- About Wed. 25th August. ATSUTA MARU - - (Capt. WM. THOMPSEN)- About Wed. 22nd Sept.

ROUND CHEAPEST BETWEEN

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. 1st CLASS Option of rail between Calling Ports in Japan. For further particulars apply to KUSUMOTO.

Hongkong, 8th June, 1909.

MANAGER. 15-93

LINIE HAMBURG-AMERIKA HAMBURG.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TIAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genes, and other Mediteranean, Levantine, Elack See and Baltic Ports, and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOROHAMA & KOBE: 8.8. SLAVONIA 2nd July	FOR ANTWERP, ROTTERDAM & HAMBURG: S.S. SITHONIA 1st July
S.S. ANDALUSIA 13th July S.S. BAXONIA 20th July	FOR HAVEE, BREMEN & HAMBURG: S.S. SCANDIA 2nd July
S.S. SPEZIA 25th July S.S. SPEZIA 13th Aug.	FOR ROTTERDAM & HAMBURG: S.S. ISTRIA 20th July
S.S. C. FERD. LAEISZ 17th Aug.	FOE HAVEE & HAMBURG : S.S. BRASILIA 22nd July
	BURG-AMERIKA LINIE,
Hongkong, 25th June, 1909.	HongkongOffice. 12

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL. RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK. EAST ASIA IIC Co., LD

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION

SHANGHAI, YOKOHAMA and KOBE HAVRE, COPENHAGEN and ST.	"SIAM" "YEDDO"	Middle of June. 5th July Middle of July.
PETERBURG For Further Particulars apply to	MELCHEI	RS & CO.,

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS. SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

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Hongkong, Lith June, 1303.

Japan Office: 14, WATER STREET. YOKOHAMA.

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THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A.

and Canada, also to the principal ports in Mexico, Central and South LEAVES. (Gross reg.) SATURDAY, 3rd "TACOMA MARU" TACOMA VIA KEELUNG. Cant Yamamoto, SATURDAY, 31st FITZPATRICK" SHANGHAI, MOJI. KOBE, SHIMIDZU and SATURDAY, 28th SEATTLE MARU

August, The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention. given towards Express connection

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE. Taking Cargo on through Bills of Lading to all Yangtsze River and North China Ports, by the steamers to Shanghai.

LEAVES. STEAMERS DAIJIN MARU TUESDAY, 29th June, TAMSUI VIA SWATOW, Capt. Y. KABURAKI J at NOON. & AMOY THURSDAY, 1st July, SWATOW, AMOY, FOOCHOW ("BUJUN MARU" Capt. Y. Fuseno at 10 A.M. & SHANGHAI

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine The Newly Built Steamers: "Choshun Maru" and "Bujun Maru" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

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8.8. MANSHU MARU ... 5000 tons gross ... Sail July 1st, at 5 P.M. Aug. 30th, at Noon. S.S. AMERICA MARU 6000 , Oct. 26th, at Noon. S.S. HONGKONG MARU ... 6000 ... 8.8. MANSHU MARU 500 Dec. 10th, at Noon, For particulars apply to K. MATSDA, Manager. TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA,

Сощенев. SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE:-MARUNOUCHI,

TOKYO. BRANCH OFFICES:-NAGASAKI MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union

AGENCIES :-YOKOHAMA: M. ASADA, Esq. CHINKIANG : Messrs. GEARING & Co. MANILA: Messes. MACONDRAY & Co. For Particulars apply to H. OISHI,

No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.



BLEND

69

Gutler, Palmer & Go., London. AGENTS

HONGKONG.

THE

IRECTORY AND MERONICLE FOR 1909

Copies may be obtained at the "Hongkone Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. DATEX PRESS" Office or from Booksellers Lieut. Comdr. G. R. Livingstone, Yangtszethroughout the Far East.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. C. T. Fuller, Weihaiwei. Astrnes, 2nd class cruiser, 4,360 tons, 10 guns, 7,009 i.h.p., Captain F. E. C. Ryan, Weihaiwei.

Bedford, 1st class cruiser, Capt. E. S. Fitzherberte, R.N., Weihniwei. Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. Hon. R. O. B. Bridgeman,

Hongkong. Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. F. B. Noble, Weihaiwei. Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai,

Cherub, water tank and tug, 390 tons, 300 i.h.p. Master S. West, Hongkong. Clio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Weihaiwei. Fame, terpede-hoat destroyer, 310 tons, 6

gune, 5,700 h.p., Lieut-Comdr. Thomas, Flora, 2nd class cruiser, 4,360 tons; 10 guns, 7,000 i.h.p., Capt. Roland Nugent,

craising in Pacific. Handy, terpede-beat destroyer 275 tons, 6 guns, 4.000 h.p., Lient.-Comdr. Heathcote. Hongkong. Hart, torpedo-boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut, Comdr. Monroe; Weihai-

Janus, torpede-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt, Comdr. Heathcote, Hong-

Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Marescaux Weihaiwei. King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Hedworth Lambton, Commander-in-Chief, 14,100 tons,

18 guns, 30,000 i.h.p. Capt. L. Clinton-Baker, Weihaiwei. Kinsha river gunboat, 616 tons, Lieut.-Comdr. T. J. S. Lyne, Yangteze.

Merlin, surveying ship, 1,070, tons, 6 guns, 1,400
i.h.p. Comdr., F. H. Walter, Borneo.

Monmouth, cruiser, 9,800 tons, Capt. G. W.

Smith, Weihaiwei. Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. C. C. Walcott, West River. Nightingale, river gunboat, 85 tons, 240 h.p.

Lient. Comdr. R. S. Roy, R.N., Yangtsze. Otter, torpede-boat destroyer, 385 tons, 6 guns 6,300 i.h.p., Lt.-Comdr. B. J. D. Guy, Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr H. R. Tickell, West Snipe, river gunboat, 85 tons, 2 guns 240 h.p.,

Lieut-Comdr. Alan Dixon, Yangtsze. Taku, torpedo boat destroyer Gunner Barlow, Hengkong. Tamar, receiving ship, 4,600 tons, 6 guns,

Commodore Lyon, Hongkong. Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangteze. Thistle, gunboat, 710, tons, 900 h.p., Lient;

Comdr. H. T. Attlay, Yangtse. Virage, torpede-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Commander. Stevenson. Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. H. P. Douglas, Port Swettenham. Whiting, torpedo-boat destroyer, 360 tons, 5

guns, 5,900 h.p., Lieut.-Comdr. C. A. Fremantle, Weihaiwei. Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt.-Comdr. John F. Knox, Yangtze. Woodcock, gunbeat, 150 tons, 2 gans, 550 h.p. Lieut.-Comdr. H. R. V. Cottrell Dormer

Hongkong, 28th June, 1909.

Route to EUROPE. Approximate times of closing mails at Shanghai via Dalny and Siberia. 3rd July st (8.8) p.m.

The Nippon Maru, with the American mail is due to arrive here to-day.

The Kleist, with the German mail of the 2nd instant, left Singapore on Friday, the 25th at 10 a.m. and may be expected here to-day, at 4 p.m.

FOR	PAR.	DATE
Swatow, Amoy and Tameni Singapore, name and Colombo Shanghai, Moji and Kobe Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimidzu, Yokohama,	Eostern	Tuesday, 29th 10 M Tuesday, 29th 10 M Tuesday, 29th, 10 M Tuesday, 29th, Tuesday, 29th, Printed Matter, and Sam ples 10.00 A.M Registration, with lat
Desplementary mail on board up to the parties of the na	Korea	10.45 A.M.) Registration, Kowley

SIBERIAN MAIL TO EUROPE No late fee Letters 11.00 A.W 29th, 1.00 P.M Haiyang Swatow, Amoy and Foothew agrees de les Tuerday, 29th, 1.15 P 1 Nya Tar mining Tuesday, Taming Areas ... Mani &...... varantelande babeite annat bag vertelant 29th, 2.00 P.m. Tuesday, Singapore Penang and Calcutts 29th, 3.00 1 Menelaus Bingapore ... same of the property control of Wednesday 30th, 11.00 Lm Hirano Muru ... Singapore, Penang, and Colombo Tilatjap Bainvia, Cheriben, Samerang, Er prabaya and Wednesday, 80th, Noon. Lisconstr American services and account and account to the services and the services and the services are as a service and the services are a service and the service are a service and the service are a service and the service are a service are a service and the service are a service and the service are a service are a service and the service are a service are a service and the service are a se Wednesday, 80th, 1.(h) P. Haimun Wednesday, 80th, J.15 P.m Fui Tal Weihaiwei, Chefoo and Tientsin Wedness 30 h. 3.00 P.M. Wednesday, 80th, 3. r. Pin JULY :-Thursday, lst, Printed Matter and Sam-

(Registration, with the tee of 10 cents, up to EUROPE, Ac., INDIA VIA TUTICORIN. 8.45 A.M. Registration, No lain in . lat. 11.0" A.M. Thursday. 1st, 1.00 P.M. Thursday, Kohsichang . lst, 1.15 P.A. Thursday, Sui Tai Thorsday. Inte S.UU P.M. Anhal Shanghai Batavia, Samarang and Sourabaya Ist. 3.00 P.M Thursday, Shantung Moji, Kobe, Yokohama, Bonolulu, Balina? Manshu Maru. Thursday, Cruz, Callac and Iquique Friday, 2nd. 1.00 P.M. Haiching Swatow, Amoy and Foosbow Angaur, Korror, Yap, Snipan, Lamutick, Truk, Ponape, Kusaie, Jaluit, Butaritari 2nd, 2.00 P. 4, Germania..... Tarawa, Ocean Island, Nauru, Simpsonhefen and Sydney

Ywensang

Tipopine satisfies

Salurday,

10.45 A.M.)

No late tee

Treeday.

ibun by.

Registration, Kowloou

Letters 11.00 A.M

Wednesday, 7th, 11.00 a.M.

6th, 200 e.s.

6th, 30 P.

6th, 5,00 P,M.

8th, 3,00 P.M.

9th, 11.00 A.M.

Patavis, Samerang, Soerabaya and Macassar ... Salurday, Lightning Singapore, Penang and Unlcutta 3rd, 11.(0 A.M. caturday. Shanghai, Yok h. me, Kebe and Meji 3rd, 11.00 A.M. Saturday. Saturday, SHAMSHAI, NAGASARI, KORM, YOKOHAMA VICTORIA and VANCOUVER, (B.C.) (Supplementary mail on board up to the Printed Matter and ran Empress of China fixed for departure. Exira Postage plos 4.90 P. SIBERIAN MAIL TO EUROPE Heihow and Haiphong..... SIBERIAN WAIL TO EUROPE 3.d, 6.00 P.M. Sainrday, Printed Matter and Sam-Tuesday, Registration 10.00 A.M. EUROPE, &c., India via Tatioorin. (Registration, with latfee of 10 cents up to

Late Letters 11.00 A.M. to Noon Extra Tourand an time for the first clearance will be included in this contract mail.)...... Singapore. Penang and Calcutta Fooksang.....

Keelung, Stanghal, Mcj., Kobe, Yokkaichi,) Shimidan, Yokohama, Victoria B.C. and } Tango Maru Singapore, Penang and Colombo Bingo Maru Younte Mart.... Moni, Nagaraki, Kobe and Yokohama Yingchow..... Shanghai Manila, Thursday Island, Cooktown, Cairne, Kumano biaru ..

Townsville, Brisbane, Sydney, Hobart, Lannesston, New Zealand, Melbourne, Adelaide, Dunedio, Perth and Fremantle... Ruhi Manila

THE VALUE

Samples on Application to

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REGISTER.

Hongkong Observatory, June 28th.

Highest open air Temperature on 27th 831

Lowest open air Temperature on 27th, 1811

29,68

Barometer

Wind Direction

Weather

Force ...

et & p.m. 10 a.m. at 4 p.m.

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71

equal to Claret,"

AS A HEALTH GIVING DAILY BEVERAGE HAS OFTEN BEEN

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Dr. King Chambers, the well-known authority.

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Therefore every lover of Claret should see that they get the right wine, and we confidently

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QUARTS ... \$11.00

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HIGH WATER.

Wed. 80

Fri.

Thurs . 1 - m

Mon. 5 m 9 48

HONGKONG TIDE TABLE.

From June 29th to July 5th, 1909.

Hongkong Mean Time.

SUPERIOR ST. JULIEN

PER DOZEN PINTS ...

COMMERCIAL. 1 240:-7 CLOSING QUOTATIONS. Zazzania za za June 28th.

ON LONDON:-Bank Bills, at 30 days sight1/91
Bank Bills, at 4 months sight1/94 Credita, at 4 months' sight 1/9 is
Documentary Bills 4 months' sight 1/9 is
ON PARIS: 4 Bank Bills, on demand 2221 Credits, at 4 months' sight 2261 ON GERMANY! Bank Bills, on demand431 Credits, at 60 days' sight441 ON DOMBAY !--ON CALCUTTA :-SHANGHAL:-ON SINGAPORE: -On demand751 ON HATPHONG :-On demand83 %, pm.

OPIUM: June 28th. Ples 8.00 A.M. Quotations are :--Registration ... 8.00 A.M. \$1,140/1,160 per picul. \$1,260/1.320 Persian fine quality Persian extra fine ...

Patna New

Beneres New ...

VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. str. Kleist carrying the German Ba: Mails with dates from Berlin of the 2nd inst. left Singapore on Friday, the 25th inst. at 10. a.m., and may be expected here to-day at

The I.G.M. str. Prinz Regent Luitpold left 2nd. 3.00 P.M. Shaughai via Foochow on the 27th instant at Chi 3rd, 11.00 A.M. 1 a.m., and may be expected here to-morrow Chi 3rd 11.00 A. . at 6 p.m.

THE AMERICAN MAIL. The T.K.K. str. Nippon Maru from San Francisco is expected to arrive at this port today at 9 a.m. (3"() THE INDIAN MAIL.

The Indo-China str. Namsang from Calcutta and the Straits left Singapore for this port on 23rd inst. The Indo-China str. Laisang left Calcutta Dairy Farm Company, Limited Letters 5.00 P.M. for this port ria the Straits on 19th inst, and DOCKS AND WHARVES.

> THE CANADIAN MAIL. The C.P.B. str. Monteagle left Vanconver a.m. on the 13th inst. for Hongkong via the usual ports of call. The U.P.R. str. Empress of India left Vanconver s.m. on Thursday, the 24th instant, for

THE AUSTRALIAN MAIL. The N.Y.K. str. Yawata Maru (Australian B.O. 10.00 a.m | Line) left Thursday Island for this port via on the 5th prox.

> MERCHANT STEAMERS. 23rd inst., and is due here to-day. The N.Y.K. str. Takasaki Maru (Bombay Line) left Moji for this port on the 23rd inst., and is expected here to-day.

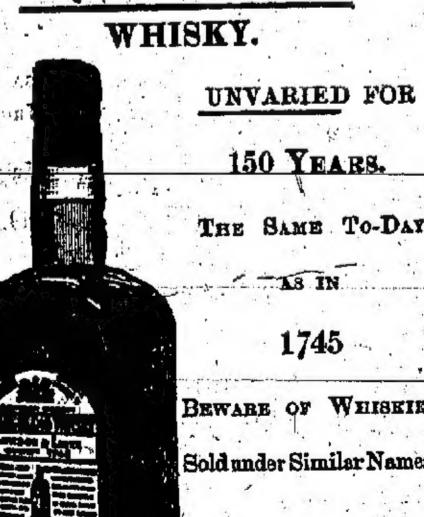
due here to-morrow at about 4 s.m. The H.-A. Linie str. Slavonia left Singapore here to morrow.

instant, and is expected here to-morrow. The Bank Line str. Gymeric sailed from Yokohama for Hongkong via Kobe, Moji and Manila on the 5th instant. The Mexican & Oriental S.S. Line Ltd.'s

The N.Y.K. str. Bingo Maru (European

here on the 5th prox. The N.Y.K. etr. Bombay Maru (Bombay Line) left Bombay for this port via Tutlcorin on the 24th instant, and is expected here on the

JOHNSTONE'S "SQUARE BOTTLE"



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STORES AND DISPENSABIES .-

Loans.

Chinese-Imperial 1886-



HONGKONG, JUNE 28TH, 1909.					
Stocks.	NO. OF SHARES.	VALUE.	PAID UP	CLOSING QUOT TIONS CASH.	
Hongkong & Shanghai Bark Corporation National Bank of China, Limited ell's Asbestos Eastern Agency, Limited hina Borneo Company, Limited hina Light and Power Company, Limited, hina Provident, Loan & Mortgage Co., Ld	120,000 99,925 8,604 60,000 50,000 50,000 200,000	\$125 £7 12/6 \$12 \$10 \$1 \$10	\$10 \$1	\$10½, buyers \$14½. \$37, sellers	
Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld. International Cotton Manuf'ing Co., Ld. Laou-Kung-Mow C. Spin & Weav Co., Ld. Soy Chee Cotton Spinning Co., Limited	20,000 125,000 10,000 8,000 2,000	Tls. 50 810 Tls. 75 Tls. 100 Tls. 500	Tls. 75 Tls. 100 Tls. 500	\$81, sellers T1s. 89. T1s. 108. T1s. 370.	

50,000

36,000

18,000

400,000

5,000

50,000 150,000 6,000

16,000

25,000 50,000

2,000,000

6,000

1,200

10.000

9.900 ordy.

100 fders

Value.

Tls. 767,200 Tls. 250 7 % p. annum Par.

Amount.

\$63 Tis. 100

l'is. 100

\$83.33

\$50

\$100

Fcs. 250

3rd, 5.00 P.M. may be expected here on or about the 5th prox. H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampon Dock Co., Ld. New Amoy Dock Co. Limited Shanghai Dock and Engineering Co., Ld Shanghai and Hongkew Wharf Co., Ld., Fenwick & Co., Limited Green Island Cement Co., Limited Hongkong via the usual ports of call. Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited

Manila on the 24th inst., and is expected here Hongkong Hotel Company, Limited The C.N. Co.'s str. Taiyuan left Sydney on the 19th inst, and is due here on the 14th prox. INSURANCES .-

The C.N. Co,'s str. Yochow left Moji on the The P. & O. str. Sardinia left Singapore for this port on the 25th, instant at 8 a.m., and is

Saturday, 10th, 10.00 A.M. on the 24th instant p.m., and may be expected The N.Y.K. str. Totomi Maru (Bombay Line) left Singapore for this port on the 24th

> str. Erroll sailed from Saline Cruz on the 24th ult. for Japan and Hongkong.
> The Bank Line Ld.'s str. Kumeric sailed

REFINERIES .from Nagasaki on the 27th inst. for Hongkong via Manila. Robinson Piano Co., Limited Line) left Kobe for this port via Moji and Shanghai on the 26th inst., and is expected

14th prox.

THE SAME TO-DAY BEWARE OF WHISEIES Sold under Similar Names.

> Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong; 131, Fleet Street, London, or from the different Agents. Documents translated from or into Classical

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\$56, buyers

\$64, buyers

\$11, sellers

\$210, buyers

838, buyers

\$155, sellers

\$10 \$20, buyers

\$50 | \$195, sellers

860 | 8215.

Tls. 50 Tis, 120.

\$20 \$111, buyers \$25 \$651, buyers \$50 \$345, buyers

\$100 | \$108, sellers

all 893, buyers

\$625, buyers

59, sellers

\$11, buyers

\$8, sellers

\$15, sellers

\$33, buyers

1 845, sellers

22, sellers

850 \$50, sellers

\$25 | \$11, sellers

825 \$24, sellers

\$5½, buyers

\$4, sellers

Quotation.

810 834, sellers

\$10 - \$8.70, sellers

8100 5150, buyers

84 \$13.

\$10 | \$300.

310 311.

8135, sal. & buy

Tis. 106, buyers

all

861 864, buy 861 89. Tls. 100 Tls. 79.

Tls: 100 Tls. 161.

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Cooley and R. Brodie. Per Zafiro, from Manila, Mr and Mrs J. S. Ffanley, Mrs E. E. Grant, Capt. C. F. Wescott, Messrs H. F. Pritchard, S. Meyer, M. Flaharty and 3 children, J. Hand, D. Neilson, A. R. Agassis and Kinnaird.

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